



City of Bowie

Regular City Council Meeting

Monday, April 7, 2025
Council Chambers - 8 p.m.

AGENDA

- I. **CALL MEETING TO ORDER**
- II. **PLEDGE OF ALLEGIANCE**
- III. **QUORUM**
- IV. **AGENDA ADDITIONS/DELETIONS/AMENDMENTS**
- V. **CITIZEN PARTICIPATION**
- VI. **PRESENTATIONS**
 - A. Adoption and Presentation of Proclamation P-6-25 Observing Restaurant Week April 21–27, 2025 in the City of Bowie
 - B. Adoption and Presentation of Proclamation P-7-25 Recognizing April 6 - April 12, 2025 as Animal Control Appreciation Week in the City of Bowie
 - C. Members of the Green Team and Environmental Advisory Committees will present brief remarks on Earth Month.
- VII. **CITY BOARDS AND COMMITTEES**
 - A. Appointments/Reappointments/Swearing-in
- VIII. **COUNCIL ANNOUNCEMENTS**
- IX. **CITY MANAGER'S REPORT**
- X. **CONSENT AGENDA**
 - A. Approval of February 3, 2025 Council Meeting Minutes
 - B. Adoption of Proclamation P-8-25 Proclaiming April 2025 as Earth Month in the City of Bowie
- XI. **OLD BUSINESS**
 - A. Greater Bowie Chamber of Commerce Grant Proposal - Representatives of the Bowie Chamber of Commerce will provide additional information requested from Council for their grant proposal of \$25,000 - **Eligible for Action**
- XII. **NEW BUSINESS**
 - A. Auditor's Presentation of the FY2024 Annual Comprehensive Financial Report
 - B. Preliminary Plan of Subdivision, Freeway Airport (PPS-2024-021)
 - C. Pointer Ridge Swim and Racquet Club Grant Request - **Eligible for Action**
 - D. Council Discussion on funding for an anti-bullying program in City of Bowie schools
 - E. Briefing on Eminent Domain

XIII. ADJOURN AND MOVE TO CLOSED SESSION

- A.** To adjourn to closed session under the statutory authority of the Md. Annotated Code, General Provisions Article § 3-305(b)(15): "To discuss cybersecurity, if the public body determines that public discussion would constitute a risk to: (i) security assessments or deployments relating to information resources technology; (ii) network security information, such as information that is related to passwords, personal ID numbers, access codes, encryption, security devices, or vulnerability assessments or that a governmental entity collects or maintains to prevent, detect, or investigate criminal activity; or (iii) deployments or implementation of security personnel, critical infrastructure, or security devices."

Note: The Ethics Commission has advised that under certain circumstances, members of the public may qualify as lobbyists when they testify before the City Council. If so, the Bowie Ethics Ordinance requires that certain information be filed with the Ethics Commission. Please review the information about lobbying that is provided with the City Clerk. If you have any questions about lobbying, please contact the Ethics Commission or the Assistant City Manager.

This meeting will be televised live on Verizon Channel 10 and Comcast Channel 71 and 996, repeated on 4/9/2025 and 4/12/2025 at 7:00 p.m., and [web-streamed live](#).

For a closed-captioned version of the meeting video, please go to <https://www.youtube.com/user/cityofbowiemd/playlists> and select the 2025 Council Meetings list. Once the meeting video opens, be sure to click on "CC" button to turn on closed captioning.

NEXT SPECIAL MEETING OF THE BOWIE CITY COUNCIL - MONDAY, APRIL 14, 2025 - COUNCIL CHAMBERS - 8:00 P.M.



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Bowie Restaurant Week April 21-27, 2025
Proclamation P-6-25

DATE: 04/03/2025

The City Council wants to encourage more restaurants to come to Bowie while continuing to support those already here. The City's Economic Development Office has organized a Restaurant Week in Bowie for April 21-27, 2025. Several Bowie restaurants have committed to this inaugural event.

ATTACHMENTS: 1. 20250407 - Proclamation P-6-25

PROCLAMATION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
OBSERVING RESTAURANT WEEK
APRIL 21 – 27, 2025, IN THE CITY OF BOWIE

WHEREAS, the City of Bowie is home to a diverse and vibrant community that celebrates culture, creativity, and local business; and

WHEREAS, the City of Bowie recognizes the importance of supporting its small businesses, particularly those in the culinary industry, which play a crucial role in shaping our local economy and providing delicious and innovative dining experiences for our residents and visitors; and

WHEREAS, the City of Bowie proudly announces the celebration of Restaurant Week, a week-long event dedicated to showcasing and supporting local restaurants, chefs, and food artisans, which will be held from April 21st to April 27th, 2025; and

WHEREAS, Restaurant Week will provide a unique opportunity for residents and visitors to explore the rich flavors, diverse cuisines, and exceptional service offered by Bowie's culinary community, as well as enjoy special promotions, exclusive menus, and discounted offerings from participating restaurants; and

WHEREAS, this event is an opportunity for the City of Bowie to strengthen its commitment to supporting local businesses, fostering community engagement, and encouraging people to explore the culinary treasures of our city; and

WHEREAS, Restaurant Week will promote collaboration between local businesses and the community, enhancing the local economy and showcasing the best of what Bowie has to offer to both residents and visitors alike.

NOW, THEREFORE, BE IT PROCLAIMED, that the Council of the City of Bowie, Maryland, does hereby proclaim April 21st to April 27th, 2025, to be Restaurant Week in the City of Bowie and encourages all residents and visitors to participate in the celebration of our city's culinary scene by supporting local restaurants and dining establishments.

FURTHERMORE, the Council of the City of Bowie, Maryland extends their heartfelt appreciation to all participating restaurants, chefs, and food industry professionals for their dedication to making Bowie a great place to dine and share in the joy of good food, good company, and community.

ADOPTED AND PRESENTED by the Council of the City of Bowie, Maryland at a Regular Meeting on April 7, 2025.

ATTEST:

Timothy J. Adams
Mayor

Awilda Hernandez, MMC
City Clerk



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Animal Control Appreciation Week
Proclamation P-7-25

DATE: 04/03/2025

The City's Animal Control staff will be in attendance to accept the proclamation for Animal Control Appreciation Week.

ATTACHMENTS: 1. 20250407 - Proclamation P-7-25

PROCLAMATION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
RECOGNIZING APRIL 6 - APRIL 12, 2025 AS ANIMAL CONTROL
APPRECIATION WEEK IN THE CITY OF BOWIE

WHEREAS, City of Bowie Animal Control Officers work tirelessly to protect animals and people, enforce laws, rescue animals in need, and promote responsible pet ownership; and

WHEREAS, these professionals respond to emergencies, assist law enforcement, and safeguard public health through disease prevention and humane enforcement; and

WHEREAS, their dedication ensures the safety and well-being of our community's animals and residents, often working in challenging and unpredictable conditions; and

WHEREAS, in Fiscal Year 2024 City of Bowie Animal Control Officers took 649 service reports; and

WHEREAS, Animal Control Appreciation Week is nationally recognized during the second full week of April, honoring the vital work of these professionals.

NOW, THEREFORE, BE IT PROCLAIMED that the Council of the City of Bowie, Maryland does hereby recognize April 6th - April 12th of 2025 as Animal Control Appreciation Week, and we encourage all residents to join in recognizing and expressing their appreciation for the dedication and service by the individuals who serve as our Animal Control Officers.

ADOPTED AND PRESENTED by the Council of the City of Bowie, Maryland at a Regular Meeting on April 7, 2025.

ATTEST:

Timothy J. Adams
Mayor

Awilda Hernandez, MMC
City Clerk



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Earth Month Presentation

DATE: 04/03/2025

The Chair of the Environmental Advisory Committee, John Teasdale, along with this year's Bowie Green Citizen, Sue Livera, will present brief comments about Earth Month.

ATTACHMENTS: None



Memorandum

TO: City Council

FROM: Awilda Hernandez, City Clerk

SUBJECT: Committee Appointments/Reappointments/Swearing-in

DATE: 04/03/2025

Committee Appointments:

1. Ms. Patricia Blake was interviewed on March 17, 2025, for appointment to the Community Outreach Committee. Council concurred to appoint her to the Committee as a Regular Member for a 2-year term. Please have Councilmember Estève move to appoint her.
2. Ms. Angela Rocca was interviewed on March 17, 2025, for appointment to the Community Recreation Committee. Council concurred to appoint her to the Committee as a Regular Member for a 2-year term. Please have Councilmember Truesdale move to appoint her.
3. Mr. Randall Jordan was interviewed on March 3, 2025, for appointment to the Arts Committee. Council appointed him to the Committee as a Regular Member for a 2-year term at the March 17, 2025, Regular Council Meeting. Please swear-in Mr. Jordan.

ATTACHMENTS: None

REGULAR CITY COUNCIL MEETING MINUTES

MONDAY, FEBRUARY 3, 2025

CALL MEETING TO ORDER:

The Regular Meeting of the Bowie City Council was held on Monday, February 3, 2025, in Council Chambers at City Hall. Mayor Adams called the meeting to order at 8:03 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG:

Mayor Adams led the Pledge of Allegiance to the Flag of the United States of America.

QUORUM:

In attendance were Mayor Adams, Councilmembers Brady (virtual), Estève, Ndebumadu, Rogers, Truesdale and Woolfley, City Manager Lott, Assistant City Manager Mears, City Attorney Levan, City Clerk Hernandez and Staff.

AGENDA ADDITIONS/DELETIONS/AMENDMENTS:

None.

CITIZEN PARTICIPATION:

1. Paul Nadler, Heatherstone Dr. – Spoke on the 10th Anniversary of the Animal Holding Room.
2. Rhonda Billingsley, Durham Dr. – Stated her concerns with the Economic Development of the City.
3. Maureen Fine, Knighthill Ln. – Asked Council to support the Bottle Bill along with other municipalities.
4. Charlene Bearsto, Morningside Ln. – Commented on concerns of the budget.

PRESENTATIONS:

- A. Mayor Adams swore-in Police Officer Darius Jackson, Police Officer Kristopher Zajur and Police Officer Roy Dobson. Police Chief Preston presented a Certificate of Promotion to Lieutenant Robert Stevenson to Captain.
- B. Lambda Gamma Gamma Chapter was not present. Proclamation will be presented at a future meeting.
- C. Mayor Pro Tem Woolfley motioned to adopt Proclamation P-4-25 Honoring Bowie Resident and Recently Retired President and CEO of the Prince George's County Economic Development Corporation David Iannucci. Councilmember Truesdale second the motion. Motion passed unanimously. Mayor Adams presented Mr. Iannucci his proclamation.

CITY BOARDS AND COMMITTEES:

A. Appointments/Reappointments/Swearing-In:

1. Councilmember Esteve motioned to appoint Ms. Destinee Parker to the Community Outreach Committee as a Regular Member for a 2-year term. Mayor Pro Tem Woolfley second the motion. Motion passed unanimously.

Mayor Adams swore in Ms. Parker to the committee.

COUNCIL ANNOUNCEMENTS:

Councilmember Ndebumadu stated that she has been in contact with SHA representative about the trash along Rt. 301, and also with the City's Code Enforcement Department on conditions at CVS.

Councilmember Truesdale honored Black History Month.

CITY MANAGER'S REPORT:

City Manager Lott introduced the City's new Planning and Sustainability Department Director, Mr. Richard Hall.

CONSENT AGENDA:

Mayor Pro Tem Woolfley motioned to approve Consent Agenda items: A) Adoption of Proclamation P-2-25 Affirming the City's Commitment to Diversity, Equity and Inclusion; B) Adoption of Proclamation P-3-25 Recognizing February 2025 as "Black History Month" in the City of Bowie; C) Adoption of Resolution R-9-25 Awarding a Contract for Bowie Golf Course Covered Driving Range Building and Course Improvements; D) Adoption of Resolution R-10-25 Awarding a Contract for the Design, Fabrication, and Erection of an Agricultural Building; E) Adoption of Resolution R-11-25 Awarding a Contract to Com-Bro Contracting, Inc. to Repair and Upgrade the Aeration System at the Water Treatment Plant in the Amount of \$63,500; F) Adoption of Resolution R-12-25 Waiving the Bidding Requirements of Section 61 "Purchasing and Contracting" of the City Charter to Allow the City Manager to Enter Into a Three-Year Support and Licensing Agreement With Avaya to Provide Maintenance for the Telephone System; G) Adoption of Resolution R-13-25 Waiving the Bidding Requirements of Section 61 "Purchasing and Contracting" of the City Charter to Allow the City Manager to Enter Into a Three-Year Support Agreement With ConvergeOne to Provide Managed Services for the Telephone System; H) Adoption of Resolution R-14-25 Accepting a Proposal for an Environmental Action Plan With Blue Strike Environmental in the Amount of \$145,275. Councilmember Clinton seconded the motion. Motion failed 6-1(Ndebumadu). Mayor Pro Tem Woolfley motioned to reconsider the approval of Consent Agenda items. Councilmember Truesdale seconded the motion. Councilmember Ndebumadu stated that she is not in support of approving items of purchase by waving the bidding requirements. Motion passed 6-0-1 (Ndebumadu abstained).

OLD BUSINESS:

A. Adoption of Ordinance O-1-25 Repealing in its Entirety and Re-Enacting With Amendments Chapter 26 "Zoning", Article II "Municipal Zoning Authority" of the Code of the City of Bowie to Reflect Changes Required Due to the Prince George's County Zoning Ordinance Rewrite and CB-015-2024, the Zoning Ordinance of Prince George's County – Omnibus Bill – Planning Director, Rich Hall summarized the ordinance. This amendment will be revising the City's Code to reflect the current, updated County zoning regulations related to the existing delegated authority granted to the City that was adopted in 2018 and took effect along with the Countywide Map Amendment in 2022.

Public Hearing:

Since there were no speakers signed up to speak and no comments were received via email, Mayor Adams declared the public hearing to have been held.

Mayor Pro Tem Woolfley motioned to adopt Ordinance O-1-25. Councilmember Brady seconded the motion. Motion passed 7-0. This ordinance will be sent to the Prince George's County Council Sitting as the District Council for their approval and shall become effective upon their approval, which shall be at least 30 days after its enactment by the City Council.

B. Adoption of Ordinance O-2-25 Amending the Adopted Budget for the Fiscal Year Beginning July 1, 2024 and Ending June 30, 2025, As Embodied in Ordinance O-4-24 and Amended by Ordinance O-7-24, to Appropriate Funds for the Following Projects: \$185,000 for Additional Bulk Trash Collection, \$389,000 for Funding for a Replacement Street Sweeper, \$590,000 for Street Resurfacing, \$8,200 for the Parks and Grounds Agricultural Building, \$143,000 for the Driving Range Rehabilitation, \$41,500 for Lowlift Pump Station Rehabilitation and \$286,000 for the Water Treatment Plant Filter System Replacement – Finance Director, Mr. Byron Matthews, summarized the ordinance.

Public Hearing:

Since there were no speakers signed up to speak and no comments were received via email, Mayor Adams declared the public hearing to have been held.

Mayor Adams asked if any of these items could be moved to further years. Mr. Matthews responded that staff has researched and found that these are the best pricing, and it would not benefit to move into further years.

Councilmember Ndebumadu asked why these amendments are being requested now when the new budget is being finalized in the next few months. City Manager Lott responded that some of the projects are currently budgeted for this fiscal year budget, but bids came in higher and the equipment that was damaged is an unexpected expense.

Mayor Pro Tem Woolfley motioned to adopt Ordinance O-2-25. Councilmember Esteve seconded the motion. Motion passed 7-0.

NEW BUSINESS:

A. Old Town Bowie Revitalization Update – Mr. Mark Lawrence with Inncuvate, updated Council on the revitalization plan for Old Town Bowie. The survey that was sent out early December has garnished 300 responses to date. Top three responses for businesses desired: 1) Cafes and Coffee Shops; 2) Restaurants or Bars; and 3) Grocery or Farmer's Market. Fundraising has been accomplished so far from TEDCO, Prince George's County Planning Department and State of Maryland DHCD.

Councilmember Esteve asked what the biggest obstacles at the moment are. Mr. Lawrence responded that real estate is the biggest one, trying to get in touch with current property owners and engaging them in the plans.

Mayor Adams thanked Mr. Lawrence for his presentation.

B. Environmental Advisory Committee Annual Update – Watershed Manager, Tiffany Wright, introduced Mr. John Teasdale, the Chair of the committee who will present the update. The committees FY26 priorities focused on food waste composting, ecological landscaping pilot program at the Midwood

Lane Stormwater Pond site and completing the climate action plan. The Committee would also like for the Council to support HB 232 Maryland Beverage Container Recycling Refund and Litter Reduction Program.

Councilmember Rogers commented that in order for the expansion of waste composting to be successful, especially in District 3 and 4, education will be vital.

Councilmember Brady commented that the property where the iceplex was going to be built on Church Road, could possibly be a good site for a solar array.

Mayor Adams thanked Mr. Teasdale for his presentation.

C. Police Department Update – Police Chief Preston updated Council on department stats for 2024. Staffing is authorized at 67, currently have 8 vacancies. Calls of service in 2024 were 30,709, lower than 2023. Significant increase in commercial burglaries. Auto thefts slightly down. Photo Enforcement Citations significant increase due to the additional 12 cameras installed. They continued with Community Service events that includes Community Matters meetings, Shop With A Cop Event, HOA meetings, Drug Take Back Program and National Night Out.

D. Council Discussion on Stop Sign Designation and Placement – Council discussed reviewing the City's guidelines for stop signs as well as speed hump placement throughout the City. They also requested a status update for the street stripping project that was requested last year. City Manager will report back in March with these answers.

E. Council Discussion on City of Bowie Shopping Center Standards – Council discussed their concerns with the lack of property maintenance at different shopping centers. Also, their standards for a community feel. Code Compliance will work on possible new laws to bring before Council for their consideration.

ADJOURNMENT AND MOVE TO CLOSE SESSION:

Mayor Pro Tem Woolfley motioned to adjourn the regular City Council meeting and move to closed session under the statutory authority of the Md. Annotated Code, General Provisions Article §3-305(b)(7): "To consult with counsel to obtain legal advice", and §3-305(b)(8): "To consult with staff, consultants, or other individuals about pending or potential litigation". Councilmember Esteve second the motion. Motion passed unanimously. The meeting adjourned at 11:01 p.m.

Awilda Hernandez, MMC
City Clerk

**PRESIDING OFFICER'S WRITTEN STATEMENT FOR CLOSING A MEETING ("CLOSING STATEMENT")
UNDER THE OPEN MEETINGS ACT (General Provisions Article § 3-305)**

This form has two sides. *Complete items 1 – 4 before closing the meeting.*

1. **Recorded vote to close the meeting:** Date: 2-3-25 Time: 11:00^{pm}; Location: City Hall;
Motion to close meeting made by: Woolley Seconded by Esteve;
Members in favor: All Aye; Opposed: _____;
Abstaining: _____; Absent: _____.

2. **Statutory authority to close session (check all provisions that apply).**
This meeting will be closed under General Provisions Art. § 3-305(b) only:

(1) ☐ "To discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of appointees, employees, or officials over whom this public body has jurisdiction; any other personnel matter that affects one or more specific individuals"; (2) ☐ "To protect the privacy or reputation of individuals concerning a matter not related to public business"; (3) ☐ "To consider the acquisition of real property for a public purpose and matters directly related thereto"; (4) ☐ "To consider a matter that concerns the proposal for a business or industrial organization to locate, expand, or remain in the State"; (5) ☐ "To consider the investment of public funds"; (6) ☐ "To consider the marketing of public securities"; (7) ☒ "To consult with counsel to obtain legal advice"; (8) ☒ "To consult with staff, consultants, or other individuals about pending or potential litigation"; (9) ☐ "To conduct collective bargaining negotiations or consider matters that relate to the negotiations"; (10) ☐ "To discuss public security, if the public body determines that public discussion would constitute a risk to the public or to public security, including: (i) the deployment of fire and police services and staff; and (ii) the development and implementation of emergency plans"; (11) ☐ "To prepare, administer, or grade a scholastic, licensing, or qualifying examination"; (12) ☐ "To conduct or discuss an investigative proceeding on actual or possible criminal conduct"; (13) ☐ "To comply with a specific constitutional, statutory, or judicially imposed requirement that prevents public disclosures about a particular proceeding or matter"; (14) ☐ "Before a contract is awarded or bids are opened, to discuss a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process." (15) ☐ "To discuss cybersecurity, if the public body determines that public discussion would constitute a risk to: (i) security assessments or deployments relating to information resources technology; (ii) network security information . . . or (iii) deployments or implementation of security personnel, critical infrastructure, or security devices."

Continued →

3. For each provision checked above, disclosure of the topic to be discussed and the public body's reason for discussing that topic in closed session.

Citation (insert # from above)	Topic	Reason for closed-session discussion of topic
§3-305(b) ☒ 7	Consult with Counsel	Offer to discuss real estate
§3-305(b) ☒ 8	Litigation	Potential litigation
§3-305(b) ☐		
§3-305(b) ☐		
§3-305(b) ☐		

4. This statement is made by Samuel J. Al, Presiding Officer.

WORKSHEET FOR OPTIONAL USE IN CLOSED SESSION: INFORMATION FOR SUMMARY TO BE DISCLOSED IN THE MINUTES OF THE NEXT OPEN MEETING. (See also template for summary.)

- For a meeting closed under the statutory authority cited above:

Time of closed session: 11:11pm

Place: City Hall

Purpose(s): Consult with Counsel, Litigation

Members who voted to meet in closed session: TAWR DB ME DW CT RN

Persons attending closed session: Adams, Rogers, Brady, Estera, Wadley, Truesdale, Ndamaku, Haley, Levan, Lotz, Neers

Authority under § 3-305 for the closed session: (7), (8)

Topics actually discussed: Potential Litigation - offer to meet on real estate

Actions taken: _____

Each recorded vote: _____

- For a meeting recessed to perform an administrative function (§ 3-104): Time: _____

Place: _____

Persons present: _____

Subjects discussed: _____



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Proclaiming April as Earth Month in the City of Bowie
Proclamation P-8-25

DATE: 04/03/2025

April, Earth Day, and more recently, Earth Month, is always heavily celebrated in the City of Bowie through events, initiatives, and outreach. This year we have the annual Stream Cleanup, an Earth Day Food Truck Frenzy, the annual Bowie Green Expo, a weed warrior workday, Arbor Day, a Spring Fling event and more.

ATTACHMENTS: 1. 20250407 - Proclamation P-8-25

PROCLAMATION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
PROCLAIMING APRIL 2025 AS EARTH MONTH
IN THE CITY OF BOWIE

WHEREAS, the first Earth Day was celebrated fifty-three years ago and is now celebrated by communities across the globe; and

WHEREAS, the City seeks to involve all residents in Earth Month activities to increase awareness of and participation in environmental protection; and

WHEREAS, the City will host a number of events in honor of Earth Month in order to celebrate the environment in the City and prepare for the formulation of the new Environmental Action Plan; and

WHEREAS, the City Council, Environmental Advisory Committee, Green Team, and staff work diligently to provide residents with a healthy, sustainable environment improving tree canopy, energy efficiency, and water resources.

NOW, THEREFORE, BE IT PROCLAIMED that the Council of the City of Bowie, Maryland hereby proclaims April of 2025 as Earth Month in the City of Bowie.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a Regular Meeting on April 7, 2025.

ATTEST:

Timothy J. Adams
Mayor

Awilda Hernandez, MMC
City Clerk



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Greater Bowie Chamber of Commerce Grant Proposal - \$25,000

DATE: 04/03/2025

The Greater Bowie Chamber of Commerce has resubmitted a grant proposal for City Council's consideration and approval.

BACKGROUND: At your January 21, 2025, Council meeting the GBCC requested a \$25,000 grant. The Council asked staff to work with GBCC to get answers to questions raised during the meeting.

On January 23, 2025, staff sent the GBCC six questions:

1. A clear narrative description of the work proposed.
 - This description should include specific details and a timeline of the work you envision needs to be done – a draft work plan essentially.
 - Specific deliverables listed along with the date of 'delivery'
2. A detailed budget showing how the grant funds would be spent.
 - This budget should also show the source of the matching Chamber funds.
3. How many current Chamber members (including a roster if available)
 - By zip code where are these members located
 - By analysis how many are actually located within the corporate limits of the City of Bowie (if you share your current membership list with me, I can do that analysis for you if you like)
4. A current financial report for the Bowie Chamber
5. The date of your most recent financial audit
6. Your most recent IRS tax filing (e.g. Form 990 or equivalent)

On February 8, 2025, the GBCC responded with an initial set of answers. Staff reviewed the material and asked for clarification.

On March 4, 2025, the GBCC provided additional information, and staff assembled the attached materials for the March 17, 2025, council meeting.

ATTACHMENTS: 1. 20250407 - Grant Proposal- GBCC 2025

2. 20250407 - 6 Month Financial Report - Greater Bowie Chamber of Commerce

Grant Proposal

Local and Veteran-Owned Business Directory & "Shop Local Bowie" Marketing Campaign

Submitted by: Greater Bowie Chamber of Commerce

Submitted to: The City of Bowie, Maryland

Date: Originally submitted: December 10, 2024

1. Executive Summary

The Greater Bowie Chamber of Commerce (GBCC) respectfully requests a \$25,000 grant from the City of Bowie to support two key initiatives:

1. **The Creation of a Local and Veteran-Owned Business Directory**
 - a. A centralized, online platform showcasing Bowie-based businesses with special emphasis on veteran-owned enterprises.
 - b. Profiles will include essential business details, making it easy for residents to connect with local businesses.
2. **The Implementation of the “Shop Local Bowie” Marketing Campaign-**
 - a. Promote the directory through targeted marketing efforts, including social media, email outreach, and local advertisements.
 - b. Encourage residents to shop locally and celebrate the contributions of small and veteran-owned businesses to Bowie’s economy.

These initiatives aim to enhance the visibility of local businesses, encourage community members to shop locally, and foster a stronger local economy. The requested funding will ensure these projects are successfully developed, launched, and sustained. While the primary focus of the funding is to support these programs, a portion of the grant will provide GBCC with the necessary administrative flexibility to ensure the successful execution and long-term maintenance of these initiatives.

Project Purpose & Goals

GBCC recognizes the critical need for a centralized platform and marketing campaign to support local and veteran-owned businesses. Many of these businesses struggle with visibility due to limited marketing budgets and resources. The two proposed initiatives will work hand-in-hand to achieve the following objectives:

- Increase consumer awareness of local businesses, making it easier for residents to find and support them.
- Encourage local spending, which fuels job creation, economic growth, and community sustainability.
- Strengthen the visibility of veteran-owned businesses, ensuring they have equitable access to resources and customers.
- Foster collaboration between businesses, organizations, and community members.
- Build economic resilience by reducing reliance on outside businesses and keeping revenue within the Bowie area.

These initiatives align with the City of Bowie’s commitment to economic development and small business growth.

2. Background and Need

Currently, no comprehensive, easily accessible resource exists to connect consumers with local and veteran-owned businesses in Bowie. Many small business owners lack marketing resources and digital presence, making it harder for them to compete. A dedicated online directory will serve as a one-stop-shop for residents looking to support businesses within the community.

Key Actions

- Collaborate with a web development partner to create a user-friendly online directory.
- Conduct outreach to businesses to populate the directory and ensure accurate, up-to-date listings.
- Launch a soft beta version with a focus group to gather feedback and optimize the platform before the official launch.
- Ensure accessibility by making the directory mobile-friendly and easy to navigate, with features like business categories, search functions, and location filters.

Key Features of the Directory

- **Business Profiles:** Listings will include contact details, website links, social media, and a business description.
- **Veteran-Owned Business Badge:** These businesses will receive a **distinctive marker** to increase visibility and community support.
- **Easy Submission Process:** Businesses can submit their information online, with GBCC verifying and updating listings regularly.

This directory will serve as a vital tool to increase business visibility and promote community-driven economic growth.

Simply creating a directory is not enough—a strategic marketing campaign is needed to drive awareness and engagement. The “Shop Local Bowie” initiative will promote local businesses and the directory through a multi-channel campaign aimed at residents, business owners, and visitors.

Key Actions

- Roll out a city-wide awareness campaign highlighting the benefits of shopping locally.
- Leverage social media, email marketing, and digital advertising to increase community participation.
- Partner with local organizations and businesses to amplify outreach and engagement.
- Host networking events and pop-up markets that bring businesses and consumers together.

Marketing Tactics

- **Social Media Campaigns:** Regular posts, videos, and live features on Facebook, Instagram, and LinkedIn with the hashtag #ShopLocalBowie.
- **Email Newsletters:** Biweekly emails featuring business spotlights, promotions, and local success stories.

- **Local Advertising:** Print and digital ads in newspapers, radio stations, and community bulletins.
- **Community Events & Business Showcases:** Organizing networking events, local vendor fairs, and discount promotions to further connect businesses with consumers.

The Shop Local Bowie campaign will create momentum around shopping locally, ensuring sustained engagement and long-term benefits for businesses in Bowie.

3. Allocation of Funds

The total project budget of \$50,000 includes funding from other sources, but the requested \$25,000 grant from the City of Bowie will support the core elements of the project. The budget has been strategically allocated to ensure the successful development, implementation, and promotion of the Local and Veteran-Owned Business Directory. Each category is essential in supporting the project's objectives and ensuring its long-term sustainability. Below is a detailed breakdown of how these funds will be used:

1. Part-Time Web Developer: \$15,000

A part-time web developer will be hired to design, develop, and maintain the directory platform. This investment is critical to ensuring that the directory is functional, accessible, and user-friendly.

Responsibilities Include:

- Website Development: Designing and coding the directory to be mobile-friendly and intuitive, ensuring users can easily search for businesses by category, location, and veteran status.
- Integration of Key Features: Implementing necessary features such as search filters, interactive business profiles, and a submission portal for new businesses to join.
- Website Security and Maintenance: Ensuring that the directory remains secure, up to date, and functional over time. This includes regular updates, bug fixes, and cybersecurity measures to protect business and user data.
- User Support and Adjustments: Responding to feedback from business owners and users, making necessary improvements to enhance the platform's overall experience.

A highly skilled web developer will be key in ensuring the longevity and effectiveness of the platform.

2. Part-Time Office Staff: \$10,000

Currently, the Greater Bowie Chamber of Commerce (GBCC) is primarily run by volunteers, making it necessary to allocate funds for a part-time administrative staff member to support daily operations.

Responsibilities Include:

- Managing Outreach Efforts: Coordinating with local businesses and veteran-owned companies to ensure they are aware of the directory and encourage participation.
- Handling Administrative Tasks: Processing business registrations, verifying business details, and responding to inquiries.
- Supporting Event Coordination: Assisting in organizing networking events and promotional campaigns related to the directory.

- **Member Assistance:** Providing technical and customer service support for businesses and consumers using the directory.

This position will enhance efficiency by ensuring all administrative functions are well-managed, ultimately contributing to a smoother implementation process.

3. Website Hosting and Associated Fees: \$5,000

A well-maintained, high-performance website requires ongoing investments in hosting, domain registration, and other related fees.

Funds Will Cover:

- **Hosting Services:** Ensuring the website operates efficiently and can handle increased traffic as more businesses and users engage with it.
- **Domain Registration:** Securing the official domain name for the directory to maintain a professional and recognizable online presence.
- **Technical Maintenance:** Regular security updates, data backups, and software improvements to prevent downtime or cyber threats.

Investing in reliable hosting and upkeep is essential to ensuring the platform remains a trusted resource for businesses and consumers.

4. Advertising: \$10,000

To maximize community engagement and visibility, a substantial portion of the budget is allocated to advertising and marketing efforts. The success of the directory depends on reaching both business owners (to populate the platform) and community members (to drive traffic and encourage local shopping).

Advertising Strategies Include:

- **Social Media Ads:** Running targeted ads on platforms like Facebook, Instagram, and LinkedIn to promote the directory to local residents and business owners.
- **Email Campaigns:** Sending newsletters and updates to businesses, consumers, and community organizations to raise awareness and encourage participation.
- **Local Advertisements:** Purchasing ad placements in newspapers, radio stations, and local event bulletins to ensure visibility beyond digital platforms.
- **Printed Materials:** Creating flyers, posters, and promotional banners to be displayed at local events, community centers, and participating businesses.

A strong marketing push will ensure that the directory is widely recognized and utilized by both businesses and consumers.

5. Independent Analysis and Reviews: \$5,000

To measure the effectiveness of the project and ensure that its objectives are being met, a third-party evaluator will conduct periodic reviews throughout both phases of implementation.

Key Activities Include:

- Initial Usability Testing: Gathering insights from a focus group during the soft launch to identify necessary improvements.
- Mid-Project Review: Assessing engagement levels, business participation, and community response to refine marketing strategies.
- Final Evaluation: Measuring overall impact, identifying strengths and weaknesses, and providing recommendations for long-term sustainability.

Regular assessments will allow for data-driven decisions, ensuring that the directory remains relevant and valuable to the community.

6. Miscellaneous Expenses: \$5,000

A portion of the budget is set aside for unforeseen expenses that may arise throughout the project's implementation.

Potential Costs Covered Include:

- Additional Business Outreach Efforts: Costs associated with unexpectedly high participation rates, such as additional onboarding support or printed materials.
- Event Costs: Hosting networking or promotional events to further engage the community.
- Technical Support: Addressing unexpected website functionality issues that may require immediate fixes.
- Additional Marketing Needs: Expanding marketing efforts if initial engagement falls short of projections.

This flexible fund ensures that the project can adapt to challenges and opportunities that arise, maintaining the overall integrity and success of the initiative.

Administrative Flexibility & Long-Term Maintenance

While most of the funds will go directly to project execution, a portion will provide GBCC with the necessary flexibility to ensure the directory and campaign are properly maintained beyond the initial launch.

Why Administrative Support is Necessary:

- GBCC is primarily volunteer-run, so additional support is needed for business outreach, marketing, and data verification.
- Directory listings must be regularly updated to keep business information current.
- Ongoing technical support is required to ensure the website remains functional, secure, and user-friendly.

The allocation of funds has been carefully structured to ensure a well-executed, high-impact project that serves both local and veteran-owned businesses as well as the greater Bowie community. By investing in strong web development, administrative support, effective marketing, and ongoing evaluations, this initiative will lay the foundation for a long-term, sustainable business directory that fosters economic growth and community engagement. .

4. Implementation Plan

The project will be implemented in two distinct phases over a 12-month period to ensure a well-structured and effective rollout. The goal is to create a comprehensive, accessible, and user-friendly directory that highlights local and veteran-owned businesses in Bowie while also ensuring sustained community engagement through strategic promotional efforts.

Phase 1: Development of Local and Veteran-Owned Business Directory (Months 1-3)

This phase is focused on building the foundation of the project by developing the online platform and gathering business listings. The key steps include:

1. Collaborate with a Web Development Partner

A web development firm will be engaged to design and build a visually appealing, easy-to-navigate online directory. The directory will:

- Be mobile-friendly to ensure accessibility for all users.
- Include search and filtering capabilities to allow users to find businesses based on category, location, or veteran status.
- Offer business profile pages where owners can provide details about their services, promotions, and contact information.
- Have a submission feature that allows businesses to apply for inclusion in the directory.

The development process will include initial planning, wireframing, and testing to ensure smooth functionality.

2. Conduct Outreach to Local and Veteran-Owned Businesses

A robust outreach campaign will be launched to populate the directory with verified business listings. This will involve:

- Partnering with local chambers of commerce, veteran organizations, and business networks to reach eligible businesses.
- Using email campaigns, phone calls, and in-person visits to educate business owners about the benefits of being listed.
- Providing a straightforward application process for businesses to join the directory, including an option to upload logos, descriptions, and promotional offers.

3. Conduct a Soft Launch and Gather Feedback

Before the full public launch, the directory will undergo a soft launch to identify and resolve any issues. A focus group of local business owners, consumers, and community leaders will be invited to:

- Test the platform's usability.
- Provide constructive feedback on navigation, search functionality, and overall user experience.
- Suggest additional features or improvements to better meet community needs.

The feedback collected will be analyzed, and necessary adjustments will be made to optimize

the platform for a successful official launch.

Phase 2: Launch and Promotion (Months 4-12)

Once the directory is finalized, efforts will shift toward maximizing community awareness and engagement through strategic marketing and partnerships.

1. Roll Out the “Shop Local Bowie” Campaign

The “Shop Local Bowie” campaign will serve as the primary promotional effort to encourage community members to explore and support businesses listed in the directory. The campaign will include:

- Highlighting featured businesses on a rotating basis to drive traffic to the directory.
- Encouraging businesses to offer exclusive discounts and promotions to customers who find them through the platform.
- Creating storytelling content that showcases the impact of supporting local and veteran-owned businesses.

2. Use Digital and Traditional Marketing Strategies

A combination of social media, email marketing, and traditional advertising will be used to amplify visibility and engagement. This will include:

- Targeted social media ads on platforms like Facebook, Instagram, and LinkedIn to reach residents and business owners.
- Email campaigns to local consumers and businesses, highlighting success stories and upcoming events.
- Flyers, posters, and newspaper ads in community centers, libraries, and small businesses to reach audiences who may not be as active online.

3. Partner with Local Organizations and Businesses

To enhance credibility and outreach, collaborations with key stakeholders will be established. This includes:

- Chambers of commerce, small business alliances, and veteran associations to expand awareness.
- Local government officials and economic development teams to incorporate the directory into existing city initiatives.
- Community influencers and bloggers who can promote the directory through word-of-mouth and digital content.

Throughout this phase, progress will be monitored, and adjustments will be made to ensure long-term sustainability. The ultimate goal is to create an enduring resource that continues to support local and veteran-owned businesses beyond the initial implementation period.

5. Administrative Deliverables: Ensuring Transparency & Accountability

To ensure the success of the Local and Veteran-Owned Business Directory and the “Shop Local Bowie” Marketing Campaign, the Greater Bowie Chamber of Commerce (GBCC) will provide quarterly reports detailing progress, challenges, and key performance indicators (KPIs). These reports will demonstrate transparency, track measurable outcomes, and ensure alignment with project objectives.

Each quarterly report will serve as a critical assessment tool to evaluate the initiative’s impact, refine strategies, and make data-driven decisions. Below is a detailed breakdown of each report’s structure, expected content, and significance in project execution.

Quarterly Report Breakdown

Q1 Report: Progress on Directory Development & Initial Business Outreach

Objective:

The first quarter of the project will focus on laying the foundation for both initiatives. This includes the development of the online business directory, the initiation of business outreach efforts, and the establishment of a communication strategy with local businesses.

Key Deliverables:

- Directory Development Progress
 - Updates on the website framework, including design, functionality, and mobile compatibility.
 - Status of backend development, such as search functions, business submission forms, and verification processes.
 - Feedback from initial test users to refine user experience.
- Business Outreach & Engagement
 - Number of businesses contacted, enrolled, and confirmed in the directory.
 - Strategies used for outreach, such as email campaigns, phone calls, and in-person meetings.
 - Collaboration with veteran-owned businesses to ensure equitable participation.
- Administrative & Logistical Progress
 - Staffing updates, including roles and responsibilities for directory management.
 - Coordination efforts with partners, city officials, and local organizations.

Expected Outcomes for Q1:

- ✓ A functional prototype of the online directory.
 - ✓ At least 50 businesses registered within the directory.
 - ✓ Business owners provided with an overview of the initiative and benefits of participation.
 - ✓ Identification of potential challenges and necessary adjustments before full launch.
-

Q2 Report: Launch of Marketing Campaign & Initial Engagement Metrics

Objective:

The second quarter will focus on the public launch of the business directory and the implementation of the “Shop Local Bowie” marketing campaign. This phase is critical for public engagement, business adoption, and community awareness.

Key Deliverables:

- **Marketing Campaign Launch**
 - Overview of marketing strategies used (social media, email newsletters, local advertisements).
 - Engagement with community influencers, city officials, and business leaders.
 - Performance metrics from advertisements (reach, impressions, click-through rates).
- **Public Engagement & Business Participation**
 - Number of businesses actively using the directory.
 - Website traffic data, including page views, search queries, and user retention rates.
 - Community feedback on ease of use, accessibility, and effectiveness.
- **Promotional Events & Business Spotlights**
 - Overview of events hosted to support local businesses.
 - Success stories and testimonials from participating businesses.
 - Partnership updates with Chamber members, local media, and government entities.

Expected Outcomes for Q2:

- ✓ The official launch of the business directory to the public.
 - ✓ A minimum of 500 website visits within the first month.
 - ✓ Active engagement from at least 100 businesses.
 - ✓ Social media reach exceeding 10,000 impressions across platforms.
 - ✓ Community awareness campaigns successfully executed.
-

Q3 Report: Mid-Campaign Review, Directory Updates & Feedback Collection

Objective:

By the third quarter, GBCC will assess the campaign’s mid-way performance and make necessary adjustments. This period is crucial for evaluating engagement trends, resolving technical issues, and refining outreach efforts.

Key Deliverables:

- **Mid-Year Performance Metrics**
 - Website analytics: Number of active users, bounce rates, and time spent on site.
 - Business participation: Increase in registrations and frequency of directory updates.

- Advertising performance: Effectiveness of paid promotions vs. organic traffic.
- Directory Enhancements & Troubleshooting
 - Updates made based on user feedback and analytics.
 - Improvements to search functions, mobile compatibility, and business categorization.
 - Technical support logs addressing business concerns and platform issues.
- Feedback Collection & Community Sentiment
 - Surveys distributed to business owners and consumers to gauge satisfaction.
 - Testimonies from businesses that have benefited from the campaign.
 - Adjustments to marketing strategies based on user suggestions.

Expected Outcomes for Q3:

- ✓ A comprehensive review of marketing effectiveness and user engagement.
 - ✓ Implementation of directory updates and functionality improvements.
 - ✓ Increased business participation and consumer interaction.
 - ✓ A mid-year assessment to adjust campaign strategies as needed.
-

Q4 Report: Final Campaign Results, KPI Analysis & Future Recommendations

Objective:

The final quarter will focus on analyzing the overall impact of both initiatives and developing recommendations for long-term sustainability.

Key Deliverables:

- Final Performance Metrics
 - Total businesses enrolled and active user engagement statistics.
 - Return on investment (ROI) for advertising efforts.
 - Survey results reflecting business and consumer satisfaction.
- Economic Impact & Business Growth Analysis
 - Data on local spending trends influenced by the campaign.
 - Case studies from businesses reporting revenue increases.
 - Community engagement outcomes and long-term behavioral shifts.
- Lessons Learned & Future Strategy
 - Key takeaways from challenges and successes.
 - Recommendations for future improvements in directory maintenance and marketing efforts.
 - Planning for phase two expansion and potential funding opportunities.

Expected Outcomes for Q4:

- ✓ A comprehensive summary of project success and areas for growth.
- ✓ A roadmap for long-term directory management and sustainability.
- ✓ Data-driven insights to guide future funding requests and program expansion.
- ✓ Strengthened partnerships with businesses, city officials, and economic development organizations.

The Importance of Quarterly Reports

Since taking over the operations of the Greater Bowie Chamber of Commerce (GBCC) six months ago, we have been dedicated to rebuilding the organization from scratch and rebranding within the community. This effort has been necessary due to years of lack of transparency and accountability, which eroded trust and hindered the Chamber's effectiveness. As a result, we fully understand the critical importance of maintaining clear, detailed records that demonstrate progress, responsible use of funds, and measurable impact.

These quarterly reports will serve as accountability tools to ensure that funds are being used effectively and that the initiatives are meeting their intended objectives. Through this structured reporting system, GBCC will be able to:

- ✓ Identify gaps and implement solutions proactively.
- ✓ Demonstrate measurable impact to funders, stakeholders, and the community.
- ✓ Refine strategies based on real-time data and community feedback.
- ✓ Rebuild trust through transparency and consistent communication.
- ✓ Ensure long-term sustainability and attract future funding opportunities.

By maintaining clear documentation and progress tracking, the Local and Veteran-Owned Business Directory and Shop Local Bowie Campaign will not only achieve short-term success but also pave the way for long-term economic growth in the Bowie community.

6. Key Performance Indicators (KPIs): Measuring Success and Impact

To ensure the success of the Local and Veteran-Owned Business Directory and the “Shop Local Bowie” Marketing Campaign, the Greater Bowie Chamber of Commerce (GBCC) will track Key Performance Indicators (KPIs) that measure the reach, effectiveness, and economic impact of these initiatives. These KPIs will help assess whether the project is achieving its intended goals and provide valuable data for future growth and sustainability.

By analyzing these metrics, GBCC will be able to:

- ✓ Identify areas for improvement in both the directory and the marketing campaign.
- ✓ Adjust strategies based on real-time engagement and feedback.
- ✓ Provide data-driven reports to stakeholders, funders, and the community.
- ✓ Strengthen accountability and transparency, reinforcing GBCC's commitment to effective leadership and measurable results.

Below is a detailed breakdown of the three key performance categories and the specific indicators within each.

1. Directory Metrics: Measuring Business Participation

A successful directory is one that is comprehensive, diverse, and widely used by both businesses and consumers. To assess its growth and impact, we will track:

- Total Number of Businesses Listed
 - This metric will indicate the reach and adoption rate of the directory among local businesses.
 - A strong and continuously growing business database will signify community trust and engagement.
 - Goal: Register at least 250 businesses within the first six months, with steady growth thereafter.
- Percentage of Veteran-Owned Businesses Represented
 - Given the specific focus on supporting veteran-owned businesses, it is crucial to measure their level of participation in the directory.
 - Outreach efforts will ensure that veterans are aware of and actively participating in the initiative.
 - Goal: Maintain at least 15-20% veteran-owned business representation in the directory.

By monitoring these metrics, GBCC will be able to adjust outreach strategies and ensure diverse business representation within the directory.

2. Campaign Reach and Engagement: Measuring Community Awareness & Interaction

A well-executed marketing campaign is key to ensuring the directory's success. The "Shop Local Bowie" campaign will be evaluated based on:

- **Social Media Engagement Rates (Likes, Shares, Comments)**
 - Social media is a powerful tool for spreading awareness and driving engagement.
 - By tracking likes, shares, comments, and interactions, we can determine the effectiveness of digital outreach.
 - Goal: Achieve an engagement rate of 5-10% per post, with at least 50,000 total impressions over the campaign period.
- **Email Open and Click-Through Rates**
 - Email marketing is an essential channel for keeping businesses and the community informed.
 - Open rates will indicate how many recipients are interested in the campaign, while click-through rates will show how many people are taking action (e.g., visiting the directory).
 - Goal: Maintain an email open rate of at least 25% and a click-through rate of at least 5%.
- **Attendance at Community Events Promoting the Campaign**
 - In-person engagement is just as important as digital outreach.
 - Measuring attendance at events such as networking mixers, Chamber meetings, and campaign launch events will provide insight into community interest.
 - Goal: Attract 100+ attendees per major event and increase in-person engagement as the campaign progresses.

By monitoring these engagement metrics, GBCC will be able to refine its marketing strategies and maximize outreach impact.

3. Economic Impact: Measuring Business Growth and Customer Engagement

Beyond awareness, the ultimate goal of the initiative is to drive economic benefits for local businesses. To assess the impact, GBCC will track:

- **Increase in Local Business Revenues**
 - By gathering self-reported sales data from businesses, we can measure whether the campaign has led to revenue growth.
 - Goal: Achieve an average revenue increase of 10-15% among participating businesses within the first year.
- **Feedback from Local Businesses on Increased Customer Engagement**
 - Direct feedback from businesses will provide qualitative insights into how the directory and campaign are impacting customer traffic.
 - Surveys, testimonials, and case studies will be used to collect this data.
 - Goal: Ensure that at least 75% of businesses report increased customer inquiries or foot traffic due to the campaign.

Tracking economic impact is essential in proving that the directory and marketing efforts are delivering tangible benefits to the Bowie business community.

Why These KPIs Matter

Since rebuilding the Chamber six months ago, we have recognized the importance of data-driven decision-making and transparent reporting. By consistently tracking these KPIs, GBCC will:

- ✓ Provide clear, quantifiable proof that the campaign is delivering results.
- ✓ Make necessary adjustments to improve business engagement and campaign effectiveness.
- ✓ Ensure that the City of Bowie and stakeholders see the value of their investment.
- ✓ Set a strong foundation for future expansion, funding, and sustainability.

With a structured, metrics-based approach, the Local and Veteran-Owned Business Directory and “Shop Local Bowie” Campaign will not only increase visibility and engagement but also strengthen the local economy and support the business community for years to come.

7.What Sets This Request Apart: A Strong Foundation for Success

The Greater Bowie Chamber of Commerce (GBCC) understands the council members' apprehension regarding previous funding requests that did not yield tangible results. We recognize the importance of ensuring credibility, transparency, and measurable impact when seeking city support. Unlike past proposals, this request is built on a solid foundation of planning, accountability, and sustainability.

Below are the six key factors that make this request unique and set it apart from previous funding applications.

1. Structured Implementation Plan: Clear Phases, Defined Milestones

One of the primary reasons previous projects have struggled is the lack of a clear roadmap for execution. Our initiative includes a well-structured, phased implementation plan that ensures:

- ✓ A step-by-step approach to launching both the Local and Veteran-Owned Business Directory and the "Shop Local Bowie" campaign.
 - ✓ Defined milestones and deliverables to measure success at every stage.
 - ✓ Built-in evaluation points to assess progress and make timely adjustments.
 - ✓ A structured implementation plan to ensure that funds are allocated efficiently, and that each stage builds upon the previous one, minimizing risk and maximizing impact.
-

2. Focus Group Feedback: A Thoughtful, Data-Driven Approach

A significant shortcoming of previous projects has been the lack of pre-launch testing and community feedback before full implementation. Our plan prioritizes focus group testing during Phase 1, ensuring that:

- ✓ The directory is tested with real users before full rollout, preventing issues that could reduce adoption rates.
- ✓ Local businesses have a say in the final product, increasing buy-in and participation.
- ✓ Valuable insights are collected to refine the directory, making it as effective as possible.

By incorporating a community-driven approach, this project avoids the common pitfall of launching an initiative that does not align with actual business and consumer needs.

3. Sustainable Model: Ensuring Long-Term Viability

Unlike previous initiatives that fizzled out after initial funding ran out, our approach prioritizes long-term sustainability. We have taken the following steps to ensure continued success beyond the initial 12 months:

- ✓ Strategic partnerships with local businesses, veteran organizations, and community groups to provide ongoing support.

- ✓ A self-sustaining directory with businesses paying a small membership or listing fee after the first year.
- ✓ Continued community engagement through events, promotions, and updated listings to keep participation high.
- ✓ Regular updates and improvements to maintain relevance and keep businesses and consumers engaged.

This approach ensures that the City of Bowie's investment yields long-lasting benefits rather than a short-lived project that requires constant additional funding.

4. Accountability Through KPIs and Quarterly Reports

One of the most critical components that sets this request apart is our commitment to accountability and transparency. Since taking over GBCC's operations six months ago, we have worked diligently to restore trust within the community by prioritizing clear reporting and measurable results.

By consistently tracking and reporting results, we will ensure funds are used effectively, and stakeholders remain informed about the project's impact. This level of accountability was missing from past initiatives, making this request a stronger, more credible investment.

5. Community-Centric Approach: Engaging Local Businesses and Residents

Past initiatives often lacked active community involvement, which resulted in low participation rates. This project is designed with community engagement at its core, ensuring that local businesses, veteran entrepreneurs, and Bowie residents are deeply involved throughout the process.

How We Ensure Community Participation:

- ✓ Business Outreach: Direct engagement with local business owners and veteran entrepreneurs to encourage participation in the directory.
- ✓ Local Events & Workshops: Hosting in-person events to help businesses maximize their presence in the directory.
- ✓ Consumer Engagement Campaigns: Using digital and in-person strategies to encourage residents to shop local and support small businesses.

By ensuring that businesses feel a sense of ownership over the directory, we are building a self-sustaining initiative that will continue to grow organically over time.

6. Organizational Buy-In: A True Partnership with the City

Unlike previous funding requests that solely relied on city support, this proposal includes a

significant financial and in-kind contribution from GBCC. Our \$25,000 commitment demonstrates our vested interest in the project's success and ensures that the Chamber is fully invested alongside the city.

Breakdown of GBCC's Contribution:

- ✓ In-Kind Donations: Marketing and advertising support, programmatic resources, and business development services.
- ✓ Fundraisers & Sponsorships: Actively securing additional funding to match the city's investment.
- ✓ Operational Commitment: Dedicating staff time and resources to ensure proper execution and long-term sustainability.

This shared investment reduces financial risk for the city while strengthening the partnership between GBCC and local leadership. By leveraging existing relationships and securing external funding, we are ensuring that this initiative remains viable long-term without placing additional burden on city resources.

. Requested Supplemental Information

Financial Report

For the Period: September 1, 2024 – March 1, 2025

Statement on Financial Reporting Limitations

This financial report covers only the six-month period since Carrington & Associates assumed the role of Executive Director of the Greater Bowie Chamber of Commerce (GBCC) on September 1, 2024. Upon taking over day-to-day operations, it became evident that significant financial mismanagement and administrative challenges existed due to frequent turnover and a lack of transparency under previous leadership. There was \$11,237.96 in the M&T account on September 1, 2024, and based on the THEN expenditures for the month, the Chamber would have only been able to survive 2 months maximum at that pace.

The most recent financial audit was completed on February 7, 2025, allowing us to file the Form 990 ahead of the extension deadline. However, due to the transition in leadership and numerous delays in obtaining financial records, a complete and true picture of the financial state of despair of the Chamber when we came aboard may never be known.

An extension was filed for the tax period July 1, 2023 – June 30, 2024 immediately when it was discovered that it would not be able to be completed by November 15th due to the transition in leadership and delays in obtaining financial records. The new due date for the 2023 filing was February 18, 2025 and it was submitted and accepted on February 8, 2025.

A review of available financial data revealed missing, incomplete, and improperly filed records. Despite multiple requests, some critical documents remain unavailable, making it impossible to generate a fully accurate financial report in good faith. Additionally, numerous financial irregularities and tax compliance issues were identified, all of which have now been addressed. As of today, GBCC is in good standing.

Findings from Financial Audits

Given the limited financial records available, Carrington & Associates conducted a comprehensive review of existing expenditures. The audit uncovered several redundant and unnecessary expenses, including:

- **Duplicate or Unnecessary Internet Services:** The Chamber was paying Xfinity for internet at the Kenhill location, despite the fact that Kenhill already provides Xfinity Wi-Fi as part of its facilities.
- **Unused Email Services:** A branded Gmail account that had not been used for years was still being billed.
- **Unexplained Charges for Duplicate or Inactive Accounts:** Multiple unverified expenses for software, memberships, and services that were either duplicated, obsolete, or completely unused.

- **Unpaid Rent for an Extended Period:** The Chamber failed to pay rent for several months, leading to complications that required resolution.
- **Excessive & Unnecessary Banking Fees:** The Chamber incurred multiple unnecessary fees on its nonprofit bank account, further draining financial resources.
- **Failure to File Taxes on Time:** This issue resulted in multiple companies being hired at various costs to correct the same tax filing problems, increasing financial waste.
- **Unneeded Software Programs & Services:** Several software programs were being paid for but never used. Additionally, many of the platforms were designed for organizations with over 500 members, making them complex, inefficient, and not user-friendly for GBCC's needs. These outdated and ineffective systems have now been replaced with cost-effective, intuitive platforms that are:
 - Easier to navigate for both Chamber members and administrators.
 - More aesthetically pleasing, enhancing GBCC's digital presence.
 - Better suited for small-to-medium membership organizations, ensuring a more seamless and efficient experience.
- **Accounting Services That Failed to Catch These Issues:** Despite hiring an accountant, none of the above-mentioned financial discrepancies were identified or corrected until Carrington & Associates conducted an internal review.

Corrective Actions Taken

With tenacity and diligence, Carrington & Associates has corrected these financial inefficiencies and implemented new fiscal management practices, including:

- Canceling redundant and unnecessary services to eliminate wasteful spending.
- Addressing unpaid rent issues and ensuring financial obligations are met on time.
- Closing the previous nonprofit bank account that was accumulating excessive fees and opening a new account with zero fees to maximize financial efficiency.
- Implementing tighter financial controls to prevent unauthorized or duplicate charges in the future.
- Ensuring all tax obligations are met and remain in compliance moving forward.

Given these findings, the grant proposal is structured around rebuilding the Chamber's financial foundation from the ground up, rather than continuing past financial practices that led to mismanagement.

I. Revenue (Sept 1, 2024 – March 1, 2025 Only)

Category	Amount (\$)
Membership Dues (Corporate & Small Business)	3,319.74
Sponsorships & Partnerships	7,500
Networking Events & Fundraisers- Holiday Party	735.15
Grants & Donations	0
Advertising Revenue (Website/Newsletter)	0
Other Income	0
Total Revenue	11,554.89

II. Expenses (Sept 1, 2024 – March 1, 2025 Only)

Category	Amount (\$)
Office Rent & Utilities	3,599.51
Payroll & Administrative Costs	16,666.65
Marketing & Member Outreach	220.03
Website & Technology Fees	2,919.46
Event Costs (Venues, Catering, Materials)	0
Professional Services (Accounting, Legal)	3,408.55
Dues & Subscriptions (Chamber Associations)	130
Miscellaneous Expenses	0
Total Expenses	26,944.42

III. Net Income (Loss) (Sept 1, 2024 – March 1, 2025 Only)

Bank Account Balance- 9/1/2024 \$11,237.96

Category	Amount (\$)
Total Revenue	11,554.89
Total Expenses	26,944.42
Net Income (Loss)	-15,389.53

IV. Financial Highlights & Next Steps

- Chamber is now in Good Standing following resolution of tax compliance issues.
 - Implementation of financial controls to improve reporting accuracy and prevent future mismanagement.
 - Efforts underway to regain access to financial reporting software and reconstruct missing financial data.
 - Streamlining of expenses and elimination of wasteful spending to ensure financial sustainability.
 - Focus on rebuilding the Chamber’s financial foundation, ensuring a path toward long-term growth and stability.
-

GBCC Membership by ZipCode as of 3.1.2025	
20613	1
20706	1
20715	29
20716	15
20717	1
20720	4
20721	4
20744	1
20769	1
20774	2
20816	1
21093	1
21114	1
21244	1
Total	63 PAID members
	Please note, this is based on the information from membership registration/payment and as such, some members may have a location that differs from their operating location

9. Conclusion: Strengthening Bowie's Business Community- A Request Built on Credibility, Sustainability, and Accountability

This one-time grant of \$25,000 from the City of Bowie, combined with the \$25,000 funded by the GBCC through in-kind donations, fundraisers, and sponsorships, will significantly impact the local economy. The Local and Veteran-Owned Business Directory and Shop Local Bowie campaign represent a transformative opportunity for Bowie's business community. By supporting these initiatives, the City of Bowie will:

- ✓ Increase consumer awareness of local businesses
- ✓ Will empower residents to be socially responsible
- ✓ Encourage residents to shop locally, keeping revenue in Bowie
- ✓ Provide veteran-owned businesses with greater visibility and support
- ✓ Strengthen economic resilience and create new opportunities for growth

We recognize the concerns surrounding previous funding requests, and we are committed to demonstrating why this initiative is different. Through a structured implementation plan, data-driven decision-making, and a long-term sustainability model, this project is designed for success.

By investing in local businesses, veteran entrepreneurs, and the greater Bowie community, this initiative will not only deliver immediate economic benefits but also build a stronger, more resilient business ecosystem for years to come.

This is not just another funding request—this is a commitment to accountability, transparency, and meaningful economic impact. We invite the City of Bowie to partner with us in making this vision a reality.

For more details of the rebuilding we have been doing in the past 6 months, visit:
www.GreaterBowieChamber.org.

Submitted by:

Greater Bowie Chamber of Commerce

Greater Bowie Chamber of Commerce (GBCC)

Financial Report

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A review of available financial data revealed **missing, incomplete, and improperly filed records**. Despite **multiple requests**, some critical documents remain **unavailable**, making it **impossible to generate a fully accurate financial report in good faith**. Additionally, numerous **financial irregularities and tax compliance issues** were identified, all of which have now been addressed. As of today, **GBCC is in good standing**.

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Given the **limited financial records available**, Carrington & Associates conducted a **comprehensive review** of existing expenditures. The audit uncovered **several redundant and unnecessary expenses**, including:

- **Duplicate or Unnecessary Internet Services:** The Chamber was paying **Xfinity for internet at the Kenhill location**, despite the fact that **Kenhill already provides Xfinity Wi-Fi** as part of its facilities.
- **Unused Email Services:** A **branded Gmail account** that had **not been used for years** was still being billed.
- **Unexplained Charges for Duplicate or Inactive Accounts:** Multiple **unverified expenses** for software, memberships, and services that were either **duplicated, obsolete, or completely unused**.
- **Unpaid Rent for an Extended Period:** The Chamber **failed to pay rent for several months**, leading to complications that required resolution.
- **Excessive & Unnecessary Banking Fees:** The Chamber incurred **multiple unnecessary fees** on its **nonprofit bank account**, further draining financial resources.
- **Failure to File Taxes on Time:** This issue resulted in **multiple companies being hired at various costs** to correct the **same tax filing problems**, increasing financial waste.

- **Unneeded Software Programs & Services:** Several software programs were being paid for but never used. Additionally, many of the platforms were **designed for organizations with over 500 members**, making them **complex, inefficient, and not user-friendly** for GBCC's needs. These outdated and ineffective systems have now been **replaced with cost-effective, intuitive platforms** that are:
 - **Easier to navigate** for both Chamber members and administrators.
 - **More aesthetically pleasing**, enhancing GBCC's digital presence.
 - **Better suited for small-to-medium membership organizations**, ensuring a more seamless and efficient experience.
- **Accounting Services That Failed to Catch These Issues:** Despite hiring an accountant, **none of the above-mentioned financial discrepancies were identified or corrected** until Carrington & Associates conducted an internal review.

Corrective Actions Taken

With **tenacity and diligence**, Carrington & Associates has **corrected these financial inefficiencies** and implemented **new fiscal management practices**, including:

- **Canceling redundant and unnecessary services** to eliminate wasteful spending.
- **Addressing unpaid rent issues** and ensuring financial obligations are met on time.
- **Closing the previous nonprofit bank account** that was accumulating excessive fees and **opening a new account with zero fees** to maximize financial efficiency.
- **Implementing tighter financial controls** to prevent unauthorized or duplicate charges in the future.
- **Ensuring all tax obligations are met and remain in compliance** moving forward.

Given these findings, **the grant proposal is structured around rebuilding the Chamber's financial foundation from the ground up**, rather than continuing past financial practices that led to mismanagement.

I. Revenue (Sept 1, 2024 – March 1, 2025 Only)

Category	Amount (\$)
Membership Dues (Corporate & Small Business)	3,319.74
Sponsorships & Partnerships	7,500
Networking Events & Fundraisers- Holiday Party	735.15
Grants & Donations	0
Advertising Revenue (Website/Newsletter)	0
Other Income	0
Total Revenue	11,554.89

II. Expenses (Sept 1, 2024 – March 1, 2025 Only)

Category	Amount (\$)
Office Rent & Utilities	3,599.51
Payroll & Administrative Costs	16,666.65
Marketing & Member Outreach	220.03
Website & Technology Fees	2,919.46
Event Costs (Venues, Catering, Materials)	0
Professional Services (Accounting, Legal)	3,408.55
Dues & Subscriptions (Chamber Associations)	130

Miscellaneous Expenses	0
Total Expenses	26,944.42

III. Net Income (Loss) (Sept 1, 2024 – March 1, 2025 Only)

Bank Account Balance- 9/1/2024

\$11,237.96

Category	Amount (\$)
Total Revenue	11,554.89
Total Expenses	26,944.42
Net Income (Loss)	-15,389.53

IV. Financial Highlights & Next Steps

- **Chamber is now in Good Standing** following resolution of tax compliance issues.
- **Implementation of financial controls** to improve reporting accuracy and prevent future mismanagement.
- **Efforts underway to regain access to financial reporting software** and reconstruct missing financial data.
- **Streamlining of expenses and elimination of wasteful spending** to ensure financial sustainability.
- **Focus on rebuilding the Chamber's financial foundation**, ensuring a path toward long-term growth and stability.



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: FY2024 Audit Results

DATE: 04/03/2025

Results of June 30, 2024, Financial Statement Audit presentation of the FY2024 financial results

ATTACHMENTS: 1. 20250407 - FY2024 Bowie Audit Results

City of Bowie, Maryland

Results of June 30, 2024
Financial Statement Audit



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Agenda

- Our audit approach
- Audit results
- Required communications

Our Audit Approach

- Approach – Risk Based with emphasis on assessment of key procedures and processes over financial reporting
- Communication – Frequent, including regular formal status meetings, and informal communications

Audit Results

- **Auditors' Opinion on Financial Statements**

Unmodified “clean” opinion

- **GFOA certificate**

Audit Results

Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards

No material weaknesses or significant deficiencies identified

Required Communications

Auditors' Responsibility Under Generally Accepted Auditing Standards:

- The financial statements are the responsibility of management. Our audit was performed for the purpose of forming opinions as to whether the Financial Statements have been prepared in accordance with GAAP.

Qualitative Aspects of Accounting Practices

- Management is responsible for the selection and use of appropriate accounting policies. Significant accounting policies are disclosed in the Summary of Significant Accounting Policies in Note 1 of the Financial Statements.

Required Communications (continued)

The preparation of the Financial Statements requires that certain estimates and judgments be made by management. These judgments and estimates include:

- Other post-employment benefits liability are based on computations performed by outside specialists.
- Allowance for doubtful accounts for personal property taxes is based on historical collection information.

We concluded that management has a reasonable basis for significant judgments and estimates that impact the Financial Statements.

No sensitive Financial Statement disclosures.

Required Communications (continued)

Difficulties Encountered in Performing the Audit

- No significant difficulties were encountered during the audit.

Disagreements with Management

- There were no disagreements with management on financial accounting and reporting matters, auditing procedures, or other matters.

Representations from Management

- The representation letter was signed by management.

Required Communications (continued)

Consultations with Other Accountants

- We were informed by management that they made no consultations on the applications of GAAP and GAAS.

Significant Issues Discussed with Management Prior to Retention

- There were no significant issues discussed with management prior to retention as the auditors.

Other Significant Findings or Issues

- There were no additional findings or issues not previously discussed.



Required Communications (continued)

Uncorrected misstatements

- There were no uncorrected misstatements detected as a result of audit procedures, either individually or in the aggregate, to the financial statements taken as a whole

Corrected misstatements

- There were no material misstatements detected as a result of audit procedures, either individually or in the aggregate, to the financial statements taken as a whole.

Other Information in Documents Containing Audited Financial Statements

- We do not express an opinion on required supplemental information or supplemental information.

**Thank you to the City staff for their assistance
during the engagement!**



CLA Team

Heather Briggs, CPA, Principal

Heather.Briggs@CLAconnect.com

Aires Coleman, CPA, Director

Aires.Coleman@CLAconnect.com





Create Opportunities

CLA exists to
create opportunities —
for our clients, our people,
and our communities.



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Preliminary Plan of Subdivision for Freeway Airport (PPS-2024-021)

DATE: 04/03/2025

Background and Proposal

Freeway Reality, LLC (the Applicant) proposes a Preliminary Plan of Subdivision (PPS) for 297 single-family detached units on 131.5 acres. The site address is 3900 Church Road, Bowie, MD, 20721, located southwest of where Church Road crosses US 50 (John Hanson Highway), and is outside the City limits. The property is zoned Residential, Single-Family – Attached (RSF-A), in the Established Communities growth policy area in the Prince George's County 2014 General Plan (Plan Prince George's 2035), and designated for "Residential Medium" future land use in the 2022 Bowie-Mitchellville and Vicinity Master Plan. This proposed project would replace the existing airport on the subject property.

Analysis

The application is consistent with the RSF-A zoning resulting from the 2024 Sectional Map Amendment, the 2014 County General Plan, and the 2022 Bowie-Mitchellville and Vicinity Master Plan. The subject property previously had approvals for 509 residential units (93 single-family detached and 416 townhouses). This approval was appealed by area residents and made its way to the Maryland Supreme Court, where it was upheld. Regardless, the current application before the City Council (PPS-2024-021) is the result of a formal agreement between the applicant and the community. It reduces the number of housing units by 41% (509 to 297) and all the units are single-family detached. This formal agreement is recorded as covenants that run with the land.

We have reviewed the application and discussed it with the applicant and Maryland National Capital Park and Planning Commission staff, and it meets the requirements. The applicant responded to comments and questions, including those of the Subdivision and Development Review Committee (SDRC), and made significant changes to accommodate those comments.

Recommendation

The City appreciates the opportunity to review and comment on the application. The applicant and area residents have worked together to develop a formal agreement which is reflected in this application. Given these factors and that the project is outside the Bowie City limits, we have no recommendation on the application.

ATTACHMENTS: 1. 20250407 - Freeway Airport PPS-2024-021 Staff Report

LAND USE PETITION IN THE BOWIE PLANNING AREA

Maryland - National Capital Park and Planning Commission ID: PPS-2024-021

Freeway Airport

Bowie Advisory Planning Board #25-02

Date: April 2, 2025

INTRODUCTORY NOTE: The proposed application is a request for approval:

- ☐ (a) of a zoning type case involving the specific use of land;
☐ (b) of a conceptual site plan;
☒ (c) to subdivide property into building lots and obtain adequate public facilities approval;
☐ (d) of a site plan for building and parking design, landscaping, architecture, etc. under the development regulations of Prince George's County. The application has been referred to the City for our review and recommendation. The position of the Bowie Advisory Planning Board in this matter is advisory to the City Council. The City Council will also conduct a public hearing on this application and their vote will become the final City recommendation. Persons wishing to participate in these hearings must submit written testimony or sign up to speak at each public hearing. Each person wishing to speak at the City's hearings will be given up to five minutes. To participate in the County's hearings, you must make a separate, written request to become a person of record.

GENERAL DATA:

1. Nature of Petition: Preliminary Plan of Subdivision
2. Petitioner: Freeway Realty
3. Represented by: Mr. Robert J Antonetti, Jr., Shipley & Horne, P.A.
4. Location of Petitioned Property: 3900 Church Road, Bowie, MD, 20721, located southwest of where Church Road crosses US 50 (John Hanson Highway)
5. Proposed Use of Petitioned Property: 297 single-family detached units on 131.5 acres
6. Size/Zone of Petitioned Property: RSF-A
7. Date of Hearing before BAPB: Tuesday, March 25, 2025 at 7:00 P.M.
8. Date of Hearing before City Council: Monday, April 7, 2025 at 8:00 P.M.
9. Date of Hearing before M-NCPPC: Thursday, April 10, 2025 at 10:00 A.M.
10. Date of Hearing before Hearing Examiner: N/A
11. Date of Hearing before District Council: N/A

NOTICES/LEGALS

	Date	Number of Mailing/Signs
Notice sent to Adj. Properties:	<u>3/11/25</u>	<u>121</u>
Notice sent to Parties of Record:	<u>N/A</u>	
Date Signs Posted:	<u>3/11/25</u>	<u>2</u>
Date Legal Sent:	<u>N/A</u>	
Date Legal Appeared:	<u>N/A</u>	

RECOMMENDATIONS:

12. Department of Planning and Sustainability Recommendation:
The Department of Planning and Sustainability staff makes no recommendation.
13. Bowie Advisory Planning Board Recommendation:
The BAPB concurred with the Department and added that, going forward, they want the amount of funds collected via impact fees noted in staff reports so they can be tracked.



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

MEMORANDUM

TO: City Council
FROM: Bowie Advisory Planning Board
SUBJECT: Preliminary Plan of Subdivision for Freeway Airport (PPS-2024-021)
DATE: April 2, 2025

The Bowie Advisory Planning Board (BAPB) met on Tuesday, March 25, 2025 to review the Preliminary Plan of Subdivision for Freeway Airport (PPS-2024-021). Freeway Realty, LLC (the Applicant) proposes a Preliminary Plan of Subdivision (PPS) for 297 single-family detached units on 131.5 acres. The site address is 3900 Church Road, Bowie, MD, 20721, located southwest of where Church Road crosses US 50 (John Hanson Highway), and is outside of the City limits. The property is zoned Residential, Single-Family – Attached (RSF-A), is in the Established Communities growth policy area in the Prince George’s County 2014 General Plan (Plan Prince George’s 2035), and designated for “Residential Medium” future land use in the 2022 Bowie-Mitchellville & Vicinity Master Plan. This proposed project would replace the existing airport on the subject property.

Presentations

Mr. Richard Hall, Director of Planning and Sustainability, summarized the staff report. He provided background on the project and its review. The applicant and area residents have worked together to develop a formal agreement, which is reflected in this application. Given these factors and that the project is outside of the Bowie City limits, staff made no recommendation on the application.

Mr. Antonetti spoke and was representing the applicant, Freeway Realty, Inc. He provided the history, overview, and specifics of the application. This included background information on the agreement reached with a community group from the area which led to covenants limiting what could be developed. He also provided information on the project’s zoning, layout, amenities, and information about traffic and circulation. Mr. Antonetti also discussed impact fees and the likely timeframe for construction.

Questions and Comments by BAPB Members

The Board asked questions and discussed traffic and impact fees.

BAPB Motion

Mr. Skotz – concurred with the staff report and made no recommendation. Mr. Rogers amended to include information on what is sent to council regarding the amount of funds that are collected that Mr. Antoinette mentioned, have that be a part of the report going forward to county and council so that we can start tracking the dollars. Ron Skotz seconded. Motion passed unanimously.

MAYOR Timothy J. Adams

MAYOR PRO TEM Roxy Ndebumadu

COUNCIL Michael P. Estève • Henri Gardner • Jarryd Hawkins • Clinton Truesdale, Sr. • Dufour Woolfley **CITY MANAGER** Alfred D. Lott
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org



City of Bowie

15901 Fred Robinson Way

Bowie, Maryland 20716

MEMORANDUM

TO: Bowie Advisory Planning Board

FROM: Richard Eberhart Hall, AICP
Director of Planning & Sustainability

SUBJECT: Preliminary Plan of Subdivision for Freeway Airport (PPS-2024-021)

DATE: March 18, 2025

I. Background and Proposal

Freeway Realty, LLC (the Applicant) proposes a Preliminary Plan of Subdivision (PPS) for 297 single-family detached units on 131.5 acres. The site address is 3900 Church Road, Bowie, MD, 20721, located southwest of where Church Road crosses US 50 (John Hanson Highway), and is outside of the City limits. The property is zoned Residential, Single-Family – Attached (RSF-A), is in the Established Communities growth policy area in the Prince George’s County 2014 General Plan (Plan Prince George’s 2035), and designated for “Residential Medium” future land use in the 2022 Bowie-Mitchellville & Vicinity Master Plan. This proposed project would replace the existing airport on the subject property.

II. Analysis

The application is consistent with the RSF-A zoning resulting from the 2024 Sectional Map Amendment, the 2014 County General Plan, and the 2022 Bowie-Mitchellville and Vicinity Master Plan. The subject property previously had approvals for 509 residential units (93 single family detached and 416 townhouses). This approval was appealed by area residents and made its way to the Maryland Supreme Court where the approval was upheld. Regardless, the current application before the BAPB (PPS-2024-021) is the result of a formal agreement between the applicant and the community. It reduces the number of housing units by 41% (509 to 297) and all the units are single family detached. This formal agreement is recorded as covenants that run with the land.

MAYOR Timothy J. Adams

MAYOR PRO TEM Dufour Woolfley

COUNCIL Dennis Brady • Michael P. Estève • Roxy Ndebumadu • Wanda Rogers • Clinton Truesdale, Sr. **CITY MANAGER** Alfred D. Lott

City Hall (301) 262-6200 **FAX** (301) 809-2302 **TDD** (301) 262-5013 **WEB** www.cityofbowie.org

We have reviewed the application and discussed it with the applicant and Maryland National Capital Park and Planning Commission staff, and it meets the requirements. The applicant responded to comments and questions, including those of the Subdivision and Development Review Committee (SDRC), and made significant changes to accommodate those comments.

III. Recommendation

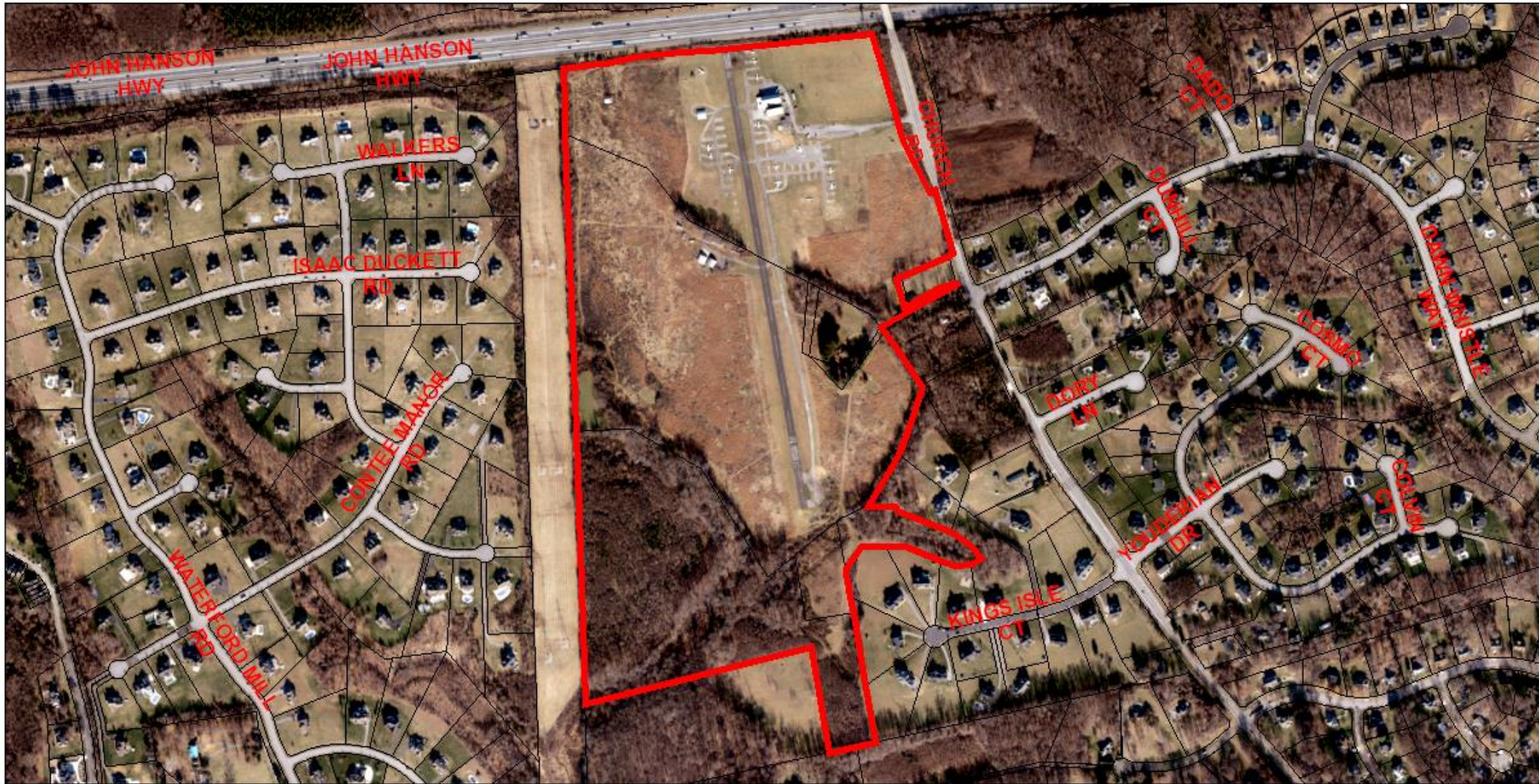
The City appreciates the opportunity to review and comment on the application. The applicant and area residents have worked together to develop a formal agreement, which is reflected in this application. Given these factors and that the project is outside of the Bowie City limits, we have no recommendation on the application.

Bowie Advisory Planning Board

Public Hearing

Freeway Airport (PPS-2024-021)

March 25, 2025

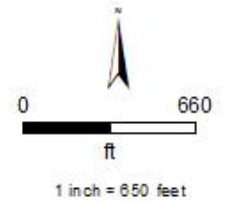


AERIAL MAP

Legend

-  Site Boundary
-  Property

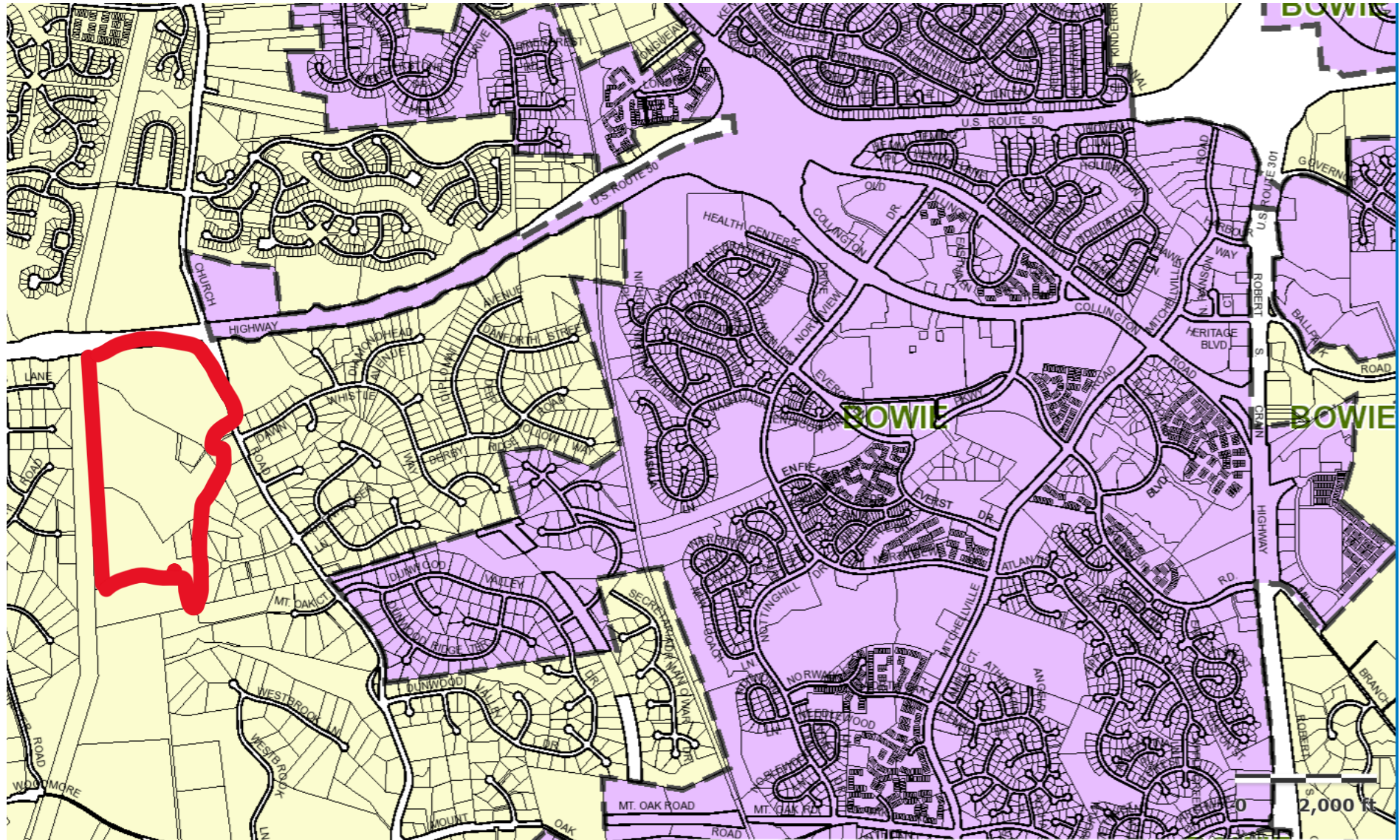
IMAGERY FROM
May 2023



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System

Created: 12/23/2024

City Limits



Summary

- Currently Freeway Airport
- Outside of the City
- Proposed 297 Single Family Detached Units on 131.5 Acres
- Zoned Residential, Single-Family—Attached (RSF-A)
- In “Established Communities” growth policy area in County 2014 General Plan
- Designated for “Residential Medium” future land use in 2022 Bowie-Mitchellville & Vicinity Master Plan.
- Previous approval for 509 units in a mix of single family detached and townhomes.
- Agreement between applicant and community on this plan.
- Staff makes no recommendation

LAW OFFICES
SHIPLEY & HORNE, P.A.

Russell W. Shipley
Arthur J. Horne, Jr.*
Dennis Whitley, III*
Robert J. Antonetti, Jr.

1101 Mercantile Lane, Suite 240
Largo, Maryland 20774
Telephone: (301) 925-1800
Facsimile: (301) 925-1803
www.shpa.com

Bradley S. Farrar
L. Paul Jackson, II*

* Also admitted in the District of Columbia

February 28, 2025

VIA ELECTRONIC DELIVERY

Ms. Mridula Gupta
Acting Supervisor, Subdivision Section
Development Review Division
Prince George's County Planning Department
1616 McCormick Drive
Largo, MD 20774

**RE: FREEWAY AIRPORT – PRELIMINARY PLAN OF SUBDIVISION
(PPS-2024-021) & CERTIFICATE OF ADEQUACY (ADQ-2024-045)
STATEMENT OF JUSTIFICATION**

Dear Ms. Gupta:

On behalf of our client, Freeway Realty, LLC (the “Applicant”), Shipley & Horne, P.A., hereby submits this Statement of Justification in support of a Preliminary Plan of Subdivision (the “PPS”) and companion Certificate of Adequacy (the “ADQ”), for the Freeway Airport, single-family detached residential development project. The subject site has an address of 3900 Church Road, Bowie, Maryland, 20721 and is generally located at the southwest quadrant of the overpass between Church Road and US 450 (John Hanson Highway).

The PPS covers 131.50 acres (120.33 net acres) within eight (8) existing parcels along Church Road (the “Property”). As of June 4, 2024, (given the approval of CR-052-2024 from the District Council) the Property has been placed in the RSF-A (Residential, Single-Family – Attached) Zone. The subject site is located within the Established Communities growth policy area as identified by the 2014 Plan Prince George's 2035 Approved General Plan (the “General Plan”). The Property is also located within the recently adopted 2022 Approved Bowie-Mitchellville and Vicinity Master Plan with a designated future land use of “Residential Medium.”

The Applicant is respectfully requesting that the Planning Board approve PPS-2024-021 and ADQ-2024-045 to subdivide the existing eight (8) parcels into seventeen (17) parcels and 297 lots. The Applicant is seeking to construct 297 single-family detached residential dwelling units and associated infrastructure in accordance with the standards of the RSF-A Zone of the current Zoning Ordinance. The subdivision of this Property will result in the closure of the current airport operation and the razing of all existing structures.

February 28, 2025

PPS-2024-021 & ADQ-2024-045, Freeway Airport

Request for a Preliminary Plan of Subdivision & Certificate of Adequacy

Page 2

I. DESCRIPTION OF PROPERTY

1. Address – 3900 Church Road, Bowie, Maryland 20721
2. Existing Parcels – Parcels 7, 59, 60, 58, 49, 51, 50, and 57
3. Total Gross Acreage – 131.50 Acres
4. Total Net Acreage – 120.33 Acres
5. Tax Map & Grid – Tax Map 54, Grids B2-B4 & C2-C4
6. Zoning – RSF-A Zone
7. Proposed Dwelling Units – 297 Single-Family Detached Dwelling Units
8. Proposed Nonresidential Square Footage – N/A

The Property is situated on the west side of Church Road and the south side of John Hanson Highway (US Route 50). Direct vehicular access to the Property is provided from Church Road, a master plan major collector facility (C-300) with a proposed shared right-of-way of 90-feet and four lanes. Church Road is further designated as a scenic/historic roadway from Oak Grove Road to Fairwood Parkway. John Hanson Highway (US Route 50) is a master planned freeway (F4) having an ultimate right-of-way width of 300-feet. Direct vehicular access to US Route 50 does not currently exist from the Property and is not proposed through the subject PPS.



Exhibit 1 – Location of the subject Property (not to scale)

The Property is bounded to the north by US 50, and beyond, by detached and attached single-family dwellings in the LMXC (Legacy Mixed-Use Community) Zone in the Fairwood Subdivision; to the west by a high-tension PEPCO power lines, and beyond, by detached single-family dwellings in the AR (Agricultural, Residential) Zone in the Waterford Subdivision; to the east by Church Road, and beyond, detached single-family dwellings in the RE (Residential, Estate) Zone in the Fairview Manor and Collingbrook subdivisions, and by vacant M-NCPPC-owned land in the ROS (Reserved Open Space) Zone; and to the south by detached single-family dwellings in the AR (Agricultural Residential) Zone in the King Isle Estates and Mount Oak Subdivisions.

The Property is currently utilized as a family-owned general aviation airport known as the Freeway Airport. The Property began operating as a landing strip in the 1930's and began fuel sales and flight training following World War II. The current iteration of the airport was formally incorporated in 1961 and is used primarily for individual aircraft and flight trainings. The Property is currently improved with a runway, aircraft hangars, and multiple accessory buildings.

An aerial map showing the subject Property is provided below, labeled as Exhibit 2:



Exhibit 2 – Aerial Imagery of the subject Property (not to scale)

III. APPLICANT'S PROPOSAL

The Applicant is proposing the development of 297 lots on the Property for the construction of single-family detached residential dwelling units via a Preliminary Plan of Subdivision (PPS) application with a companion Certificate of Adequacy (ADQ). Upon redevelopment of the Property, the existing airport operation will completely cease and all buildings on-site will be razed. Two driveway entrances are proposed on Church Road to access the site, with the northernmost entrance closest to MD 450 (John Hanson Highway) being restricted to right-in/right-out traffic movements. Approximately 1,188 parking spaces will be provided with each residential dwelling unit having two-car garages and two-car driveways (final count of parking spaces will be determined as part of a future DET). The Applicant also intends to meet all the intensity and dimensional standards of the RSF-A Zone in the Zoning Ordinance, which shall be reviewed by the County (M-NCPPC) at the time of appropriate entitlement approval.

Development Data Summary:

	Existing	Proposed
Current Zone	RSF-A	RSF-A
Use(s)	Airport	Single-Family Detached Residential Dwellings
Gross Acreage:	131.50	131.50
Existing 100-year Floodplain	11.17	11.17
Net Acreage:	120.33	120.33
Lot(s)	0	297
Parcel(s)	8	15
Dwelling Units	0	297
Dwelling units per (net) acre	0	2.47

IV. HISTORY AND PRIOR APPROVALS

The Property has a significant entitlement/approval history which includes the following:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
SE-4375 (Tower, Pole, Monopole or Antenna on 2.56 acres in R-A Zone)	Exempt per E-091-99	ZHE	Approved	Planning Board – 06/27/2000 ZHE – 08/18/2000 District Council – 10/18/2000	00-74 Approved Elected Not to Review
NRI-029-2020	N/A	Staff Level	Approved	04/27/2020	N/A
Site Development Concept Plan 17175-2020	N/A	DPIE	Pending	Submitted 6/15/2020	N/A
4-20006	TCP1-016-2020	Planning Board	Approved	12/3/2020	2020-159
DSP-20015	TCP2-005-2021	Planning Board/District Council	Approved by Planning Board (Affirmed by District Council)	Planning Board 05/27/2021 District Council 9/21/2021	2021-62

Parcel 7 has two previously issued permits. In 1968, a use and occupancy permit was issued by DPIE for a certified non-conforming airport. On October 11, 1984, DPIE issued Permit No. 5141-1984-CGU for a certified non-conforming aircraft hangar, storage, and maintenance building. Various commercial exterior and electrical permits have been approved and issued by DPIE through the years to modify, remove, and/or replace antennas on a telecommunications monopole.

Notwithstanding, this PPS will supersede the prior preliminary plan (4-20006) and will be the basis for a future detailed site plan (the “DET”) to support the development of 297 single-family dwelling units.

V. GENERAL PLAN AND MASTER PLAN CONFORMANCE

Plan Prince George’s 2035 (the “2035 General Plan”)

The proposed PPS application fulfills the goal of the “Established Communities” Growth tier as it provides context-sensitive infill development. As previously noted, the subject Property

is within medium density residential zone, and the proposed use is permitted under the current zoning. The proposed residential use is also consistent with the surrounding area, which includes other single-family detached uses in close proximity. Prior to the approval of the 2035 General Plan, the subject Property was classified within the “developing” growth tier within the 2002 General Plan.

The following demonstrates how the proposed subdivision is in substantial harmony with the tier-specific policies established in *Plan Prince George’s 2035*. The land use policies for *Plan Prince George’s 2035* are as follows:

POLICY 1:

Direct a majority of projected new residential and employment growth to the Regional Transit Districts in accordance with the Growth Policy Map and the Growth Management Goals set forth in Table 17.

Goals

- | | |
|--------------|--|
| LU1.1 | <i>To support areas best suited in the near term to become economic engines and models for future development, encourage projected new residential and employment growth to concentrate in the Regional Transit Districts that are designated as Downtowns (see the Strategic Investment Program under the Implementation section).</i> |
| LU1.2 | <i>Revise and update the Zoning Ordinance, Subdivision Ordinance, and other county regulations to ensure they are consistent with and support the Plan 2035 growth management goals, vision, and policies. Conduct a comprehensive analysis of the Zoning Ordinance, including its use tables, zoning districts and densities, and variance criteria.</i> |
| LU1.3 | <i>Evaluate the existing zoning districts in the Regional Transit Districts to ensure that sufficient development capacity is available to meet desired population and employment targets set forth by the Center Classification System (see Table 16).</i> |
| LU1.4 | <i>Annually review and report on county growth trends to measure progress toward meeting Plan 2035 growth management goals. Identify potential revisions to policies and ordinances to assist with meeting the goals.</i> |

LU1.5 *Annually review the CIP program to ensure consistency with the Plan 2035 vision, goals, and policies. The Planning Board will review proposed public facility and infrastructure projects and submit its recommendations to the District Council and County Executive for consideration (also see Strategic Investment Program under the Section V: Implementation).*

LU1.6 *Identify the key capital improvement projects for each of the centers identified in Table 16 that are necessary to promote and facilitate economic and residential development within the center. Identify and coordinate the capital improvement projects with county agencies and key stakeholders. Prepare a summary of the Center Diagnostic score for each center.*

RESPONSE: The proposed development contributes to Policy 1 by facilitating the development recommended for the subject Property in both Plan Prince George's 2035 and the 2022 Bowie Master Plan. This development is entirely consistent with the vision, policies, and strategies contained within Plan Prince George's 2035. In Plan Prince George's 2035, the subject site is within the Established Communities designation on the Growth Policy Map. These are areas outside Centers and Districts that are served by public water and sewer and suitable for low to medium density development. Furthermore, as discussed below, the 2022 Bowie Master Plan recommends suburban intensity residential development for the site 3.5 to 8 dwelling units per acre. The development of the Property will result in a density of approximately 2.47 dwelling units per acre which will not exceed these master plan recommendations. Plan Prince George's 2035 projects an additional 12,600 new dwelling units in the Established Communities area(s) (See Plan Prince George's 2035, Table 17, p. 110). The proposed development of the Property will not exceed these new residential density projections.

POLICY 2:

Limit the expansion of public water and sewer outside the Growth Boundary in Rural and Agricultural Areas.

Goals

LU2.1 *Coordinate the provision of public water and sewer, as outlined in the Public Facilities Element, with the Department of Environmental Resources (DER) and the Washington Suburban Sanitary Commission (WSSC) and in accordance with the Growth Policy Map to ensure that water and sewer facilities are not extended beyond the Growth Boundary. The Growth Boundary should be reviewed on a periodic basis to assess compatibility with Plan 2035 goals.*

LU2.2 ***Coordinate amendments to the Growth Boundary with future updates to the Septic Tier Map and the county's Water and Sewer Plan.***

RESPONSE: The Property is located within the growth boundary designated in Plan Prince George's 2035. The Applicant is not seeking to amend nor expand the existing growth boundary, but instead, is seeking approval of a PPS application to develop the site in accordance with the "Residential Medium" land use recommendations provided within the 2022 Bowie Master Plan.

POLICY 3:

Use Plan 2035, including the Growth Policy Map and Center Classification System, to guide the development of land use policies for all future master and sector plans, functional plans, and other county planning documents.

Goals

LU3.1 ***Evaluate the Plan 2035 future land use categories and apply to new master plans so that, over time, all plans use a common nomenclature to describe similar land uses. Allow plans to develop common land use subcategories.***

LU3.2 ***Review preliminary master plans and rezoning requests to ensure that proposed development is consistent with the Growth Policy Map and the Center Classification System (see Table 16). (see also Section V: under Plan Administration for Amendments and Updates).***

LU3.3 ***Review approved master plans to evaluate the consistency of existing Regional Transit Districts and Local Centers with the Center Classification System (see Table 16). To ensure consistency, future master plan revisions and/or rezonings may be warranted.***

RESPONSE: As noted above, the proposal for the development of the subject Property is consistent with the recommendations of Plan Prince George's 2035 and has been designed to conform with and not exceed the "Residential Medium" land use recommendation within the 2022 Master Plan. The development proposed in this PPS is consistent with recommendations of Plan Prince George's 2035 for "Established Communities" and the Growth Policy Map.

POLICY 4:

Phase new residential development to coincide with the provision of public facilities

and services.

Goals

LU4.1 *Annually evaluate the county's residential and employment forecast projections to identify the amount of new land area required to meet demand.*

LU4.2 *Create a working group to address the magnitude of the residential pipeline in Established Communities and Rural and Agricultural Areas. Potential strategies to reduce the pipeline include amending the County code to limit validity periods, reevaluating approved adequate public facilities for projects that have not provided assurances that public infrastructure will be constructed in a timely manner, and requiring performance bonding prior to recordation of final plat.*

LU4.3 *Evaluate strategies to phase development countywide. Potential strategies include establishing a residential allocation process.*

RESPONSE: The above Policy 4 goals do not conflict with the proposed development of the Property. The redevelopment of the site is in substantial conformance with all County public facilities testing requirements. Adequate facilities such as roads, public utilities, fire and police response times and schools will exist to accommodate the development of the Property with residential uses.

POLICY 5:

Implement the Growth Policy Map through coordinated multimodal transportation and mobility planning and programs.

RESPONSE: The redevelopment of the site meets all County public facilities testing requirements. Adequate facilities such as roads, public utilities, fire and police response times and schools exist (or will otherwise be addressed by the Applicant) to accommodate the proposed development. It should be noted that the County has made significant improvements to Church Road over the last 10 years that can be utilized to accommodate vehicle trips generated from the Property. All critical roadway intersections have been studied in the submitted Transportation Impact Study (TIS) and have been deemed adequate to serve the proposed subdivision. The Applicant studied 14 roadway intersections, all of which have passed the County's test for operational adequacy. The Applicant is also proposing a full traffic signal at the future main entrance of the Property, if approved by DPW&T/DPIE.

POLICY 6:

Support new employment growth in Employment Areas in accordance with the Growth Policy Map and the Growth Management Goals (see Table 17).

Goals

LU6.1 ***Align the Economic Development Corporation's work program with the Growth Policy Map to establish programs and policies to support employment growth in the Employment Areas, with a particular emphasis on the Innovation Corridor (see the Strategic Investment Program under Implementation).***

POLICY 7:

Limit future mixed-use land uses outside of the Regional Transit Districts and Local Centers.

Goals

LU7.1 ***Reevaluate mixed-use land use designations outside of the Regional Transit Districts and Local Centers as master plans are updated.***

LU7.2 ***Consider developing, as part of the Zoning Ordinance update, alternative lower density zoning districts that promote walkability and allow for a mix of uses.***

POLICY 8:

Strengthen and enhance existing residential areas and neighborhoods in the Plan 2035 Established Communities.

Goals

LU8.1 ***Coordinate land use planning with county municipalities.***

LU8.2 ***Use conservation subdivisions in areas adjacent to Rural and Agricultural Areas to transition density and to encourage preservation of green infrastructure corridors as defined by the county's Green Infrastructure Plan.***

- LU8.3** *Encourage municipalities to designate Development Review Districts to promote and preserve the integrity of high-quality and complementary infill development in the Established Communities.*
- LU8.4** *Revise and update the Zoning Ordinance, Subdivision Ordinance, and other county regulations to ensure they help protect, strengthen, and revitalize the Established Communities.*
- LU8.5** *Continue to coordinate, apply for, and use state and federal programs and resources for neighborhood revitalization and reinvestment of low- and moderate-income communities. Programs and resources include Sustainable Community designations, HUD program funds, and tax incentives.*

RESPONSE: In response to Policy 6, Policy 7, and Policy 8, the proposed development will create local construction jobs and present valuable residential housing opportunities for existing and future residents of Prince George's County. These residents will contribute to the local tax base and economy and bring with them skills and education levels that will make them valuable additions to the local economy and job market. The proposed redevelopment of the Freeway Airport will strengthen and enhance existing residential areas by eliminating any existing conflicts of the current airport operations with surrounding residential neighborhoods.

POLICY 9:

Limit the expansion of new commercial zoning outside of the Regional Transit Districts and Local Centers to encourage reinvestment and growth in designated centers and in existing commercial areas.

Goals

- LU9.1** *Evaluate rezoning requests to determine if the location, population projections, and market demand justify an increase in commercially-zoned property.*
- LU9.2** *Develop a countywide strategic plan for future retail development and implement its recommendations through the Zoning Ordinance update, master plan process, and public private partnerships with county agencies. As part of this retail plan, inventory older commercial areas and shopping centers to identify candidates for potential (re)development and rezoning to accommodate residential infill or other neighborhood-*

serving uses.

RESPONSE: The above Policy 9 goals, which relate to commercial zoning, do not apply to the subject Property (which is zoned residential).

POLICY 10:

Retain Future Water and Sewer Service Areas in water and sewer categories S5 and W5 until additional residential development capacity is needed to meet growth projections.

Goals

- LU10.1 Evaluate the Future Water and Sewer Service Areas through annual reviews of the residential pipeline and residential development capacity analysis. Establish criteria to determine when land within the Future Water and Sewer Service Areas should be reclassified.***
- LU10.2 Review the annual water and sewer amendments to retain the S5 and W5 water and sewer categories until additional residential capacity is required and public facilities are in place to serve projected development.***
- LU10.3 Evaluate Future Water and Sewer Service Areas as potential woodland conservation banks or stormwater management offset areas to meet the requirements of the Watershed Implementation Plan (see the Natural Environment Element).***

RESPONSE: The Freeway Airport Property was amended to Water and Sewer Category 4 through the County Executive's and District Council's approval of the April 2019 Cycle of Amendments to the 2008 Water and Sewer Plan. The development proposed is wholly consistent with the 2022 Master Plan land use recommendation and will be within the residential growth projections for Established Communities in Plan Prince George's 2035.

POLICY 11:

Preserve and protect the Rural and Agricultural Areas to conserve agricultural and forest resources.

Goals

- LU11.1 Continue to implement the Priority Preservation Plan (PPA) to achieve identified agricultural and forestry land preservation***

goals and coordinate with the Prince George's County Soil Conservation District, University of Maryland Extension Service, the agricultural community, residents, and community groups.

LU11.2 *Amend the Zoning Ordinance and Subdivision Ordinance to support agricultural production and forest preservation in the Rural and Agricultural Areas.*

LU11.3 *Evaluate the impacts of extractive industries, such as sand and gravel mining, on resource lands, rural character, economic development, and post-reclamation requirements in the Rural and Agricultural Areas. Map remaining sand and gravel natural resources to locate potential future sand and gravel operations, update and revise development standards, and identify postreclamation land uses, including residential development, agriculture, and forestry. Propose comprehensive legislation to revise county codes and identify recommendations for the Zoning Ordinance update.*

LU11.4 *To preserve environmentally sensitive land and to encourage development in the Regional Transit Districts, evaluate a transfer of development rights program, density exchanges, or purchase of development rights program for the Rural and Agricultural Areas. Explore opportunities to transfer development rights within areas and to coordinate with the Watershed Implementation Plan and Maryland Accounting for Growth Policy.*

RESPONSE: There are no known portions of the Property classified in the Priority Preservation Area (PPA) pursuant to the approved *Priority Preservation Area Functional Master Plan*. The Property is located within the Established Communities designation and Environmental Strategy Area 2 of Plan Prince George's 2035. The Property contains a total of 28.22 acres of Primary Management Area ("PMA") and includes approximately 6,111 linear feet of regulated streams and 11.17 acres of 100-year floodplain. The PMA is located primarily in the southern side of the site and along the southeastern boundary line. A signed Natural Resources Inventory Plan, NRI-029-2020-01 identifies 41 specimen trees within the limits of the Property. All sensitive environmental constraints on the site, including regulated environmental features, will be protected and preserved to the fullest extent practicable.

POLICY 12:

Participate in regional planning activities to enhance collaboration, coordination, and

implementation. Regional issues include employment, transportation, sustainability, health, air quality, climate change, workforce and affordable housing, food system planning, infrastructure, water quality, and land use.

Goals

LU12.1 Participate in the Washington Metropolitan Council of Governments' regional planning activities to improve coordination on transit and land use planning. Provide periodic briefings to the Planning Board on regional issues to identify potential land use strategies and programs.

LU12.2 Coordinate with the Washington Metropolitan Council of Governments to develop forecasts for residential and employment growth based on the Plan 2035 vision, goals, and policies. The forecast should include an analysis of the remaining development capacity in Prince George's County based on approved zoning, residential and commercial pipeline development, and the Growth Management Goals (see Table 17).

LU12.3 Collaborate with adjacent jurisdictions and county municipalities to ensure coordinated land use patterns, connected transportation networks, and continuous environmental networks, in particular during the preparation of master, sector, and functional plans.

RESPONSE: The goals in Policy 12 are to be implemented by the Prince George's County Planning Department and do not specifically apply to the subject Property.

2022 Approved Bowie-Mitchellville and Vicinity Master Plan (the "Master Plan")

On March 8, 2022, the Prince George's County District Council adopted the Resolution of Approval for the 2022 Bowie-Mitchellville and Vicinity Master Plan and Sectional Map Amendment (the "Master Plan"), which replaced the previous 2006 Master Plan. The subject Property, is not within the boundaries of the City of Bowie and is identified as being located within Planning Area 74A, classified as "Mitchellville and Vicinity." The plan presents several engagement areas with goals, opportunities, and challenges to consider. These engagement areas consist of the following categories:

- Land Use
- Comprehensive Zoning
- Economic Prosperity
- Transportation and Mobility
- Natural Environment

- Housing and Neighborhoods
- Community Heritage, Culture, and Design
- Healthy Communities
- Public Facilities

Land Use

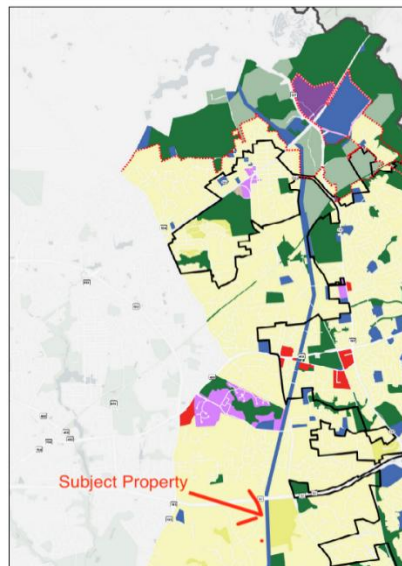
The adopted 2022 Master Plan recommends a “Residential Medium” classification for the Property which is defined as follows:

	Residential Medium	Residential areas between 3.5 and 8 dwelling units per acre. Primarily single-family dwellings (detached and attached).	(> 3.5 and <= 8)
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(See 2022 Master Plan, p. 49)

Similarly, the approved “Future Land Use Map” in the 2022 Master Plan indicates that the Property be categorized in the “Residential Medium” designation.

Map 16. Future Land Use



..... Plan 2035 Growth Boundary	Mixed-Use	Industrial/Employment	Residential High	<u>Residential Medium</u>	Rural and Agricultural
Plan 2035 Center	Neighborhood Mixed-Use	Commercial	Residential Medium-High	Residential Low	Institutional
City of Bowie					Parks and Open Space

(See 2022 Master Plan, p. 50 – Emphasis added)

Further, Policy LU 3 in the 2022 Master Plan recommends creating “strategic opportunities for infill housing” within the planning area. Specifically, Policy LU 3.1 (see below) recommends (in part) that the Property “be redeveloped with medium-density single-family, attached or detached housing”. (Emphasis added).

ESTABLISHED COMMUNITIES

Policy LU 3

Map 16. Future Land Use recommends creating strategic opportunities for infill housing and commercial land uses within Established Communities, served by existing infrastructure.

- LU 3.1 Should Freeway Airport be unable to redevelop pursuant to Preliminary Plan of Subdivision 4-20006, and should it cease operation as an airport, the properties located at 3600, 3702, and 3900 Church Road (Tax ID 0801258, 0801357, 0801290, 0801340, 0801241, 0801274, 0801233, 0801282, and 0728741) should be redeveloped with medium-density single-family, attached or detached housing. Uses other than aviation, single-family attached or detached housing, or rural or agricultural uses do not conform with this master plan. Map 16. Future Land Use, designates this property in the Residential Medium land use category. (See Strategy CZ 3.3 and Map F-11. CZ 3.3 Zoning Recommendations.)

Comprehensive Zoning

The above Land Use policy recommendations correlate to a comprehensive zoning policy in the approved 2022 Master Plan directing that the Property be rezoned to the RSF-A Zone as part of the associated Sectional Map Amendment approved in 2024. Specifically, Policy CZ 3.3 directs that the Property be reclassified to the RSF-A Zone by stating the following:

- CZ 3.3 Reclassify the properties located at 3600, 3702, and 3900 Church Road (Tax ID 0801258, 0801357, 0801290, 0801340, 0801241, 0801274, 0801233, 0801282, and 0728741) known as Freeway Airport to the RSF-A (Residential, Single-Family-Attached) Zone. (See Table 15. CZ 3.3 Zoning Recommendations—Freeway Airport with Properties Identified and Map F-11. CZ 3.3 Zoning Recommendations.)

(See 2022 Master Plan, p.83)

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Table 15. CZ 3.3 Zoning Recommendations—Freeway Airport with Properties Identified

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
3600 Church Road	0801258	AR	RSF-A	LU 3.1
3702 Church Road	0801357	AR	RSF-A	LU 3.1
3900 Church Road	0801290	AR	RSF-A	LU 3.1
Church Road	0801340	AR	RSF-A	LU 3.1
Church Road	0801241	AR	RSF-A	LU 3.1
Church Road	0801274	AR	RSF-A	LU 3.1
Church Road	0801233	AR	RSF-A	LU 3.1
Church Road	0801282	AR	RSF-A	LU 3.1
Church Road	0728741	AR	RSF-A	LU 3.1

(See 2022 Master Plan, p.84)

As its legal non-conforming use status indicates, Freeway Airport's airport operations present elements of incompatibility with existing suburban residential development that surrounds the Property. As such, it is no longer ideal for small to medium sized aircraft to take off and depart from an airport when it is surrounded by low-to moderately dense residential development. Since the airport would close once residential development begins, the surrounding community would no longer have unwanted aircraft noise or face any flight hazards from incoming or departing aircraft (which currently can occur at all hours of the day at the existing Freeway Airport). Single-family detached residential use consistent with those allowed in the RSF-A Zone will enhance the surrounding community by providing compatible residential development that will meet the existing and future housing needs of residents of Prince George's County. The resulting residential development will be high-quality with multiple architectural features to maintain compatibility with adjacent residential communities.

Economic Prosperity

The subject PPS proposes single-family detached residential dwellings that will provide badly needed housing opportunities for residents of Prince George's County and the surrounding Bowie community. The proposed single-family detached residential dwellings will increase the residential tax base of the County. Further, the new residents that will inhabit the proposed 297 single-family dwelling units will patronize local commercial shopping centers thus strengthening the commercial tax base of the County.

Transportation and Mobility

The subject Property is identified as being located the west of the Church Road, a collector roadway within Map 28 on page 107 of the 2022 Master Plan. The Applicant will make frontage improvements to Church Road that will include the following:

Planned Transportation Improvements Along Church Road:

- Traffic light at main entrance, provided it will be warranted and approved by DPIE
- Acceleration/deceleration lane heading southbound on Church Road

- Left turn lane heading northbound at main entrance
- Ten (10) foot side path along the Applicant's frontage with Church Road

Relevant master plan goals, policies, and strategies applicable to the subject Property based on its location are provided below, ***highlighted in italic bold***.

AREAWIDE

Complete and Green Streets

Policy TM 2: All streets in Bowie-Mitchellville and Vicinity should accommodate traffic at Plan 2035-recommended levels of service (LOS).

Strategy:

TM 2.2 Design all streets in the Established Communities of Bowie-Mitchellville and Vicinity to allow operation at LOS D.

RESPONSE: The Applicant notes that all signalized intersections studied as part of its Transportation Impact Statement (TIS) operate at a LOS D or better when including current trips, background trips, and trips from the PPS. It is important to note that vast majority of these intersections also function at a LOS A.

Policy TM 3: Enhance active transportation infrastructure to create greater quality of life and attract businesses and employees.

Strategies:

TM 3.1 Ensure all streets in Bowie-Mitchellville and Vicinity's Centers and Established Communities have sidewalks.

TM 3.2 Construct the pedestrian and bicycle facilities identified in Appendix D. Recommended Master Plan Transportation Facilities.

TM 3.3 Provide marked crosswalks on all legs of all intersections

TM 3.8 Consistent with the AASHTO Guide for the Development of Bicycle Facilities, provide a minimum of four short-term bicycle parking spaces at all nonresidential properties; provide a minimum of four long-term bicycle parking spaces at all nonresidential properties larger than 50,000 feet of gross floor area.

RESPONSE: This PPS is for residential uses. Notwithstanding, the Applicant has provided numerous bicycle and pedestrian friendly facilities including a ten (10) foot wide side path across

the subject Property's frontage with Church Road with ADA accessible crosswalks between the proposed site entrances. Bicycle racks will be provided at two programmed recreation areas within the subdivision (with specifications to be provided at time of DET). The Applicant is also proposing the following facilities internal to the subdivision:

- 6.75 Miles of Trail and Sidewalk
 - 1.25 Miles of 10' Trail
 - 5.5 Miles of 5' Sidewalk

Shared-Use Paths/Trails

Policy TM 7: Develop a comprehensive shared-use path network in Bowie-Mitchellville and Vicinity to provide additional connectivity and travel options.

Strategy:

TM 7.1 Construct the pedestrian and bicycle recommendations in Appendix D. Recommended Master Plan Transportation Facilities, which include facilities along roadways as well as shared-use paths independent from the roadway, and reflect coordinated and reconciled recommendations outlined in the City of Bowie Trails Master Plan, the M-NCPPC Department of Parks and Recreation (DPR) Strategic Trails Plan, and the MPOT.

RESPONSE: As stated above, the Applicant will be providing a ten (10) foot side path along its frontage with Church Road.

Conservation and Enhancement of Special Roadways

Policy TM 12: Conserve and enhance the scenic and historic values and assets along designated Special Roadways in Bowie-Mitchellville and Vicinity.

Strategy:

TM 12.2 Consider a variety of techniques to protect the scenic and historic qualities of the designated roads during the review of applications that involve work within the right-of-way of a designated roadway. These techniques include alternative ways to circulate traffic; the use of the historic road section as one leg of a needed dual highway; provision of bypass roads; and limiting certain types of development and signs in the viewshed.

RESPONSE: The Applicant notes that the appropriate landscape buffers will be provided at the time of permit and/or DET in accordance with the Landscape Manual to protect the viewshed of Church Road, which is a scenic and historic roadway.

Traffic Calming and Safety

Policy TM 15: Create a safer and more inviting Church Road corridor in Bowie-Mitchellville and Vicinity

Strategy:

TM 15.2 Create 10-foot-wide minimum shared-use paths in both directions along Church Road from Oak Grove Road to Old Church Road.

RESPONSE: The Applicant will be providing a ten (10) foot side path along its frontage with Church Road. A 10-foot side path can also be accommodated on the eastern frontage of Church Road and will be provided by other development.

Natural Environment

Within the Master Plan, the Natural Environment section contains goals, policies, and strategies. Relevant master plan goals, policies, and strategies are provided below, ***highlighted in italic bold***. The Property is exempt from Policies 8 through 10 as it is not located within the BSU Marc Campus Center.

AREAWIDE

Green Infrastructure

Policy NE 1: Ensure that areas of connectivity and ecological functions are maintained, restored, or established during development or redevelopment.

Strategies:

NE 1.1 Use the green infrastructure network as a guide to decision-making, and as an amenity in the site design and development review process.

NE 1.2 Continue to complete Prince George's County DoE's Programmatic Practices, which includes stormwater-specific programs, tree planting and landscape revitalization programs, public education programs, and mass transit and alternative transportation programs.

RESPONSE: The PPS and associated TCP reflects limited impacts to regulated environmental features on the site (i.e., the PMA). The proposed impacts are to demolish existing pavement and structures, roadway crossings, storm drain outfalls, and to validate two areas of impact created by a deeded access easement for adjoining Parcel 72. These impacts were approved as part of the currently approved Type 1 Tree Conservation Plan on the Property. The proposed PMA impacts are necessary to the orderly development of the subject site and are justified accordingly as a

separate component of this PPS application package. These impacts cannot be avoided because they are required by other provisions of the county and state codes. The PPS plan shows the preservation, restoration, and enhancement, of the remaining areas of PMA.

Policy NE 2: Preserve, in perpetuity, Nontidal Wetlands of Special State Concern (NTWSSC) within Bowie-Mitchellville and Vicinity (see Map 42. Nontidal Wetlands of Special State Concern [NTWSSC] – 2017).

Strategies:

NE 2.1 Continue to protect the NTWSSC and associated hydrologic drainage area located within the following areas:

- ***The Belt Wood Special Conservation Area***
- ***Near the Huntington Crest subdivision south of MD 197, within the Horsepen Branch Watershed.***
- ***In the northern portion of Bowie-Mitchellville and Vicinity adjacent to the Patuxent Research Refuge and along the Patuxent River north of Lemon Bridge Road.***

RESPONSE: The Applicant acknowledges this policy and notes that no Nontidal Wetlands of Special State Concern (NTWSSC) exist within the subject Property.

Stormwater Management

Policy NE 3: Proactively address stormwater management in areas where current facilities are inadequate.

Strategies:

NE 3.1 Identify strategic opportunities to acquire flood-prone and flood-susceptible properties to protect life and property, preserve the subwatersheds, and buffer existing public and private development.

NE 3.2 Evaluate Bowie-Mitchellville and Vicinity's stormwater management facilities for additional volume capacity to support and encourage redevelopment.

NE 3.3 Complete the Prince George's Department of the Environment's current stormwater management studies within the master plan area (see the Department of the Environment's Clean Water Map² for a comprehensive map of current and future projects). Create a catalog of additional sites where stormwater mitigation or intervention is warranted for further

evaluation and recommendation.

NE 3.4 Identify opportunities to retrofit portions of properties to enhance stormwater management infiltration.

RESPONSE: The Applicant acknowledges this policy and notes that a Stormwater Management (the “SWM”) Concept Plan is included within this PPS submission and is currently being reviewed by DPIE. The Applicant notes that the on-site stormwater management facilities will include ESD practices (bioswales (2), a grass swale (1), and submerged gravel wetlands (4)), which will treat the quantity and quality of stormwater onsite to maximum extent practicable.

Forest Cover / Tree Canopy Coverage

Policy NE 4: Support street tree plantings along transportation corridors and streets, reforestation programs, and retention of large tracts of woodland to the fullest extent possible to create a pleasant environment for active transportation users including bicyclists and pedestrians.

Strategies:

NE 4.1 Use funding from the Prince George’s County Woodland Conservation Fund to reverse the decrease in tree canopy coverage in Folly Branch, Horsepen Branch, and Upper Patuxent River watersheds through reforestation programs.

NE 4.2 Plant street trees to the maximum extent permitted along all roads and trail rights-of-way (see Transportation and Mobility).

RESPONSE: The Applicant acknowledges this policy and notes that sufficient street trees will be provided in accordance with the Prince George’s County Department of Public Works and Transportation (DPW&T) standards, and landscape materials will be required in accordance with the Landscape Manual at the time of permit and/or DET as required. The tree canopy coverage requirements of Subtitle 25, Division 3, will also be evaluated at the time of permit and/or DET. At this time the Applicant will be required to provide 20 percent of the net tract area in tree canopy coverage.

Impervious Surface

Policy NE 5: Reduce urban heat island effect, thermal heat impacts on receiving streams, and reduce stormwater runoff by increasing the percentage shade and tree canopy over impervious surfaces.

Strategies:

NE 5.1 *Retrofit all surface parking lots using ESD and best stormwater management practices when redevelopment occurs. Plant trees wherever possible to increase tree canopy coverage to shade impervious surfaces, to reduce urban heat island effect, limit thermal heat impacts on receiving streams, and slow stormwater runoff (see TM 11.1).*

NE 5.2 *Retrofit streets pursuant to 2017 DPW&T Urban Streets Design Standards as recommended in the Transportation and Mobility Element, which include increased tree canopy cover for active transportation comfort and modern stormwater management practices.*

RESPONSE: The Applicant acknowledges this policy and has designed the development in the PPS in a manner to utilize environmental site design (ESD) and best stormwater practices. The Applicant will also be providing landscape buffers and a significant number of street trees which will provide green space and shade for the community. These stormwater facilities and the associated required landscape plantings will then serve, in part, to reduce the urban heat island effect and to slow stormwater runoff.

Climate Change

Policy NE 6: *Support local actions that mitigate the impact of climate change.*

Strategies:

NE 6.1 *Support implementation of the City of Bowie Climate Action Plan 2020-2025 and the Metropolitan Washington 2030 Climate and Energy Action Plan.*

NE 6.2 *Continue to support and promote the Prince George's Climate Action Commission as per Council Resolution CR-7-2020 to develop a Climate Action Plan for Prince George's County to prepare for and build resilience to regional climate change impacts, and to set and achieve climate stabilization goals.*

RESPONSE: The Applicant acknowledges this policy and has proposed context sensitive infill development, with development that will utilize green site development and building techniques where appropriate.

Policy NE 7: *Continue to expand active transportation opportunities to reduce automobile dependency and carbon emissions.*

Strategies:

NE 7.1 *Develop at least one electric vehicle charging station for every eight fuel*

pumps at existing and new gas stations. Provide at least one electric vehicle charging station for every 100 parking spaces in commercial surface parking lots and one charging station for every 250 parking spaces in parking structures.

RESPONSE: The Applicant acknowledges this policy. While no outdoor electric vehicle charging stations are proposed with this PPS application, all residential single-family detached garages will likely be “EV ready” and should be able to accommodate charging stations from future homeowners. Final determination on the EV charging capabilities of each dwelling unit will be discussed at time of DET or permit.

Housing and Neighborhoods

The subject PPS proposes single-family detached residential dwelling units that will help to address the growing need for quality residential housing options in the region. Such residential uses will contain superior architecture that is consistent and compatible with the surrounding community and will be analyzed at the time of permit and/or DET as required. The Applicant has provided a 10-foot-wide side path across the subject Property’s frontage with Church Road with ADA accessible crosswalks between the proposed site entrances. The Applicant is also proposing the following pedestrian facilities within the subdivision that will enhance connectivity:

- 6.75 Miles of Trail and Sidewalk
 - 1.25 Miles of 10’ Trail
 - 5.5 Miles of 5’ Sidewalk

These sidewalks and trails will be pedestrian friendly and include ADA accessible crosswalks that provide convenient access to the site from the adjacent streets. Proposed lighting will include cut-off fixtures that prioritize safety and security for future residents, while also minimizing light pollution for the surrounding community.

Community, Heritage, Culture, and Design

The subject PPS does not contain any historic properties or structures but will provide enhanced landscape buffering in accordance with the Landscape Manual. The roadways within the future subdivision will likely pay homage to the Freeway Airport by incorporating street names invoking the Rodenhauser family and/or general aviation themes.

Healthy Communities

As shown on Map 47 of the 2022 Master Plan, the subject Property is within approximately a 10-minute drive (or less) of multiple supermarkets along US 301 or US 3, providing safe and sustainable access to food.

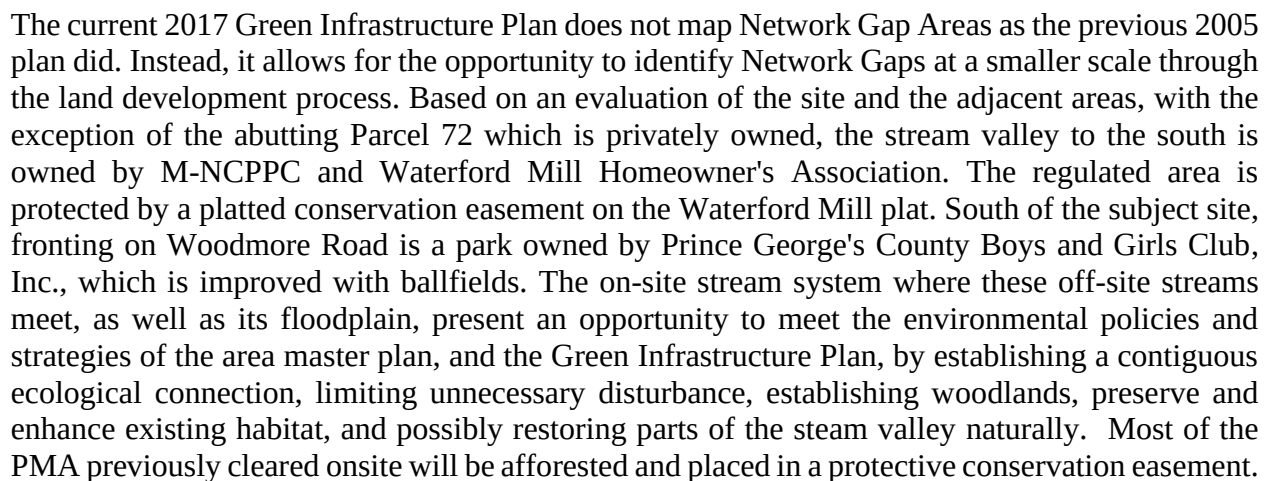
Public Facilities

The Applicant notes that the subject Property has adequate public facilities for the proposed 297 multifamily dwelling units included in this PPS. The Property is within proximity to emergency service stations, including the Fire Department and EMS. Furthermore, the Property is located within water and sewer categories W-4 and S-4 and is eligible to proceed with a PPS application. If this PPS submittal and forthcoming DET application are approved, the Applicant will then proceed with an administrative water and sewer category change from W-4/S-4 to W-3/S-3. To meet the requirements of Mandatory Parkland Dedication, as described in Section 24-4601 of the Subdivision Regulations, the Applicant will provide on-site recreational facilities with this PPS application in accordance with the County's *Parks and Recreation Guidelines*. The Applicant has included a proposed recreation facilities cost estimate as a component of this PPS application that indicates the general type, price, and location of recreation facilities to be provided. More specific details of these facilities will be provided with the forthcoming DET submission but will generally include a tot-lot, a programmed open space with a pavilion, benches, and a significant on-site 10-foot trail. Final programming of such amenity spaces will happen at the time of DET.

The subject subdivision is not adjoining to existing M-NCPPC owned parkland. However, there are two M-NCPPC parcels in the proximity of the subject subdivision, Collingbrook Park, (a 21-acre undeveloped parcel) located on the east side of Church Road, Woodmore Road Park, (a 40-acre undeveloped parcel) approximately 800 feet south, and Spring Lake Park, located approximately two miles to the southeast of the subject subdivision, which contains a soccer field, softball diamond and playground. The combination of these park facilities and DPR's prior finding under PPS 4-20006 for the Property review under the Prior Subdivision Regulations, indicate that the proposed development will be adequately served by public parks in accordance with Section 24-4500 of the Subdivision Regulations.

2017 Green Infrastructure Plan (Functional Master Plan)

The site contains regulated (dark green below) and evaluation (medium green below) areas of the 2017 Green Infrastructure Plan. This area is comprised of a stream system with floodplain and a wetland network. The area has previously been significantly impacted due to clearing for the airport.



The Property is subject to the 2024 Woodland and Wildlife Habitat Conservation Ordinance. The Applicant has filed a Type 1 Tree Conservation Plan as part of this PPS submittal package.

County's Ten-Year Water and Sewerage Plan

The 2010 Water Resources Functional Master Plan amends the 2002 General Plan and provides growth guidance expressed as goals, policies, and strategies to address water quality impacts associated with land use in the County. The Plan references the Ten-year Water and Sewer Plan and addresses specifically: Drinking Water Supply, Water Treatment, and Stormwater Management. The subject Property is within water and sewer categories W-4 and S-4 and is eligible to proceed with a PPS application. If this PPS submittal and forthcoming DET application are approved, the Applicant will then proceed with an administrative water and sewer category change from W-4/S-4 to W-3/S-3.

VI. GENERAL CRITERIA FOR SUBDIVISION APPROVAL

The Applicant has submitted an application that is in conformance with the Subtitle 24 Subdivision Regulations as shown on the provided PPS plan and demonstrated below.

Sec. 24-4100 Planning and Design

Preliminary plan of subdivision (minor and major) and final plats shall comply with the standards in this section.

24-4101. General

(a) Zoning Ordinance Standards

All preliminary plans of subdivision and final plats shall comply with all applicable standards in Subtitle 27: Zoning Ordinance, Part 6: Development Standards, of the County Code. All information and support materials needed to demonstrate compliance with this Section shall be provided by the subdivider.

RESPONSE: The Applicant acknowledges this regulation and notes that the PPS application complies with all applicable standards in Subtitle 27, Part 6 of the County Code, as shown herein within Section IX of this statement of justification.

(b) Conform to Comprehensive Master Plan

- (1) Preliminary plans of subdivision (minor and major) and final plats shall be consistent with the General Plan and shall conform to all applicable Area Master Plans, Sector Plans, or Functional Master Plans, and as referenced in Sections 24-3402(d) and 24-3402(e) of this Subtitle.***
- (2) Should a new Area Master Plan, Sector Plan, and/or Functional Master Plan be approved, affecting a property with an approved preliminary plan of subdivision (major or minor), but prior to approval of a final plat, the***

approved preliminary plan application shall control in the event of any conflict between the newly approved Area Master Plan, Sector Plan, and/or Functional Master Plan.

- (3) ***Should an Area Master Plan, Sector Plan, and/or Functional Master Plan affecting the subject property be in direct conflict with any provision of the County Zoning Ordinance that is applicable to said property – such that the current comprehensive plan and requirements of the Ordinance cannot be reconciled, and/or the District Council has not imposed the respectively corresponding zoning proposal for the area of the subject property – then the provisions of the County Zoning Ordinance shall supersede the recommendations set forth in any applicable Area Master Plan, Sector Plan, and/or Functional Master Plan for the subject property. Notwithstanding any other requirement of this Subtitle, the Planning Board may approve a subdivision application that conforms with land use policy recommendations for centers in the current General Plan for the physical development of land in the County. In such cases, however, the Planning Board shall make specific findings as to the irreconcilable conflict(s).***

RESPONSE: The Applicant acknowledges these regulations and notes that conformance with the General Plan and applicable Master Plan is demonstrated, as shown herein within Section V of this statement of justification.

(c) ***Unsafe Land***

- (1) ***The Planning Director or Planning Board, as appropriate, shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to a) natural conditions, including but not limited to flooding, erosive stream action, high water table, unstable soils, severe slopes or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b) man-made conditions on the land, including but not limited to unstable fills or slopes.***
- (2) ***All subdivisions shall conform to the following:***
- (A) ***When a preliminary assessment of a site, PGAtlas.com, the USDA Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov>), a geotechnical engineering report, or past activity of a nearby permit indicates that a portion of the land may be unsafe, a detailed geotechnical engineering evaluation of the land shall be prepared by a registered professional geotechnical engineer and submitted for review during the subdivision process. The limits of unsafe***

land shall be delineated by the registered professional geotechnical engineer and reviewed by M-NCPPC and DPIE. If the land is determined unsafe, it may be platted as part of a lot or parcel in which there is sufficient land to erect a building within the building lines established by the zone in which the land is located. There shall be an additional 25-foot setback between that building and the unsafe area, which shall be identified on the final plat with a building restriction line. These shall also be present on all site plans.

- (B) If the unsafe land has become safe for building construction, upon appropriate findings or proposed mitigations that are acceptable to the County, the building restriction line may be removed by the recording of a new final plat approved by the Planning Board.*
- (C) When the applicant proposes mitigations or remedial actions to correct or alleviate unsafe soil conditions, the proposal shall be referred to DPIE for a determination of whether such measures are sufficient to protect the safety of its future use. The proposal may be approved along with the platting of such land, upon recommendation of a registered professional geotechnical engineer and DPIE, provided that covenants are attached to incorporate the remedial actions and ensure safe soil conditions.*
- (D) The owner of any land on which unsafe conditions have been found to exist is generally required to notify any potential purchaser of such conditions.*

RESPONSE: The Applicant acknowledges these regulations and notes that as demonstrated by the approved Natural Resource Inventory, NRI-029-2020-01 and proposed Type 1 Tree Conservation Plan, the area of development on the Property is not in an area subject to flooding, erosive stream action, high water table, unstable or highly erosive soils, sever slopes, unstable fill or slopes. According to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, soils present include Annapolis Fine Sandy Loam, Collington-Wist-Urban Land Complex, and Donlonton Fine Sandy Loam. According to available information, no unsafe soils containing Marlboro and Christian Clays are found to occur on this site. Thus, sections 24-4104(c)(2)(A)-(D) do **not** apply.

(d) Land in Reservation

When indicated by an applicable Area Master Plan, Sector Plan, Functional Master Plan, or the General Plan, or when requested by a public agency, land may be placed in reservation, in accordance with Section 24-3405, Reservations.

RESPONSE: The Applicant acknowledges this regulation but notes that it is not applicable to this PPS application as no land is proposed to be placed in reservation.

24-4102. Lot Standards

(a) Conformance with Zoning Ordinance

All lots in a subdivision shall be in conformance with all of the lot standards and requirements of Subtitle 27: Zoning Ordinance, applicable to the land subject to the subdivision. (See PART 27-4: Zones and Zone Regulations, of Subtitle 27: Zoning Ordinance).

RESPONSE: The Applicant acknowledges this regulation and notes, as demonstrated in the table below, that the PPS application complies with all lot standards in the Zoning Ordinance.

Intensity and Dimensional Standards	Required/Allowed	Proposed
	RSF-A	RSF-A
Density, max. (du/ac)	8.70	2.47
Net lot area, min. (sf)	5,000	5,700
Lot width, min (ft)	45	56
Lot width at front street line, min (ft)	40	53
Lot Coverage, max (% of net lot area)	40	Shall not exceed 40%
Front yard depth, min (ft)	15	20
Side yard depth, min (ft)	8	8
Rear yard depth, min (ft)	20	20
Principal structure height, max (ft)	40	N/A, to be determined at the time of DET
Accessory structure height, max (ft)	25	N/A, to be determined at the time of DET

(b) Minimum Lot Area Standards for Individual Systems

If a proposed subdivision is situated in a portion of the County not planned to be served by public water and/or sewer facilities, lots shall be designed to comply with the minimum lot area standards for individual systems in Subtitle 22: On-Site Sewage Disposal Systems, of the County Code, and the Ten Year Water and Sewerage Plan.

RESPONSE: The Applicant acknowledges this regulation but notes it is **not** applicable as the subject site will be served by public water and sewer.

(c) Minimum Lot Depth

- (1) *Lots or parcels used for residential purposes adjacent to existing or planned streets classified as arterials shall be platted with a minimum depth of 150 feet.*
- (2) *Lots or parcels used for residential purposes adjacent to existing or planned streets classified as expressways or freeways shall be platted with a minimum depth of 300 feet.*
- (3) *Adequate protection and screening from traffic nuisances shall be provided in accordance with the requirements of the Landscape Manual.*

RESPONSE: The Applicant acknowledges these regulations and notes that as the northern portion of the site borders US 50 (a freeway) all lots shall be platted with a minimum depth of 300 feet from said roadway. This dimension is demonstrated on the provided PPS. As will be detailed with the forthcoming DET application, adequate protection and screening from traffic nuisances will be provided. These measures will include a noise wall/fence and landscape plantings. Further, it should be noted that Parcel B1 on the northernmost parcel on the Property will contain a private community trail which will have signage indicating that it is not used after dusk.

(d) Lot Design Standards

- (1) *Buildings and driveways shall be sited to maintain the existing grade as much as possible.*
- (2) *A variety of lot sizes and lot widths are encouraged within groupings of dwellings in order to prevent visual monotony, when appropriate.*

RESPONSE: The Applicant acknowledges these regulations and notes that the site has been laid out to balance cut and fill as much as possible and tie into grade at the road rights-of-way and the PMA, thereby reducing the limits of disturbance while maintaining building slabs, parking and pedestrian circulation, and efficient grading. A variety of lot widths and sizes is also provided to allow for multiple architectural elevations throughout the site, which will be further illustrated with a future DET application.

(e) Condominium Development

Condominium townhouses shall be designed to conform to the lot standards of these Regulations and Subtitle 27: Zoning Ordinance, for possible future conversion to fee simple lots.

RESPONSE: The Applicant acknowledges this regulation but notes it is **not** applicable as condominium development is not proposed with this PPS application.

(f) Outlots and Outparcels

Provision shall be made for the eventual ownership of outlots and outparcels by incorporating them into platted lots or into adjacent parcels, or by other appropriate means.

RESPONSE: The Applicant acknowledges this regulation but notes it is **not** applicable as no outlots or outparcels are proposed with this PPS application.

(g) Located Wholly Within County

All lots shall be designed to be located wholly within the County.

RESPONSE: The Applicant acknowledges this regulation and notes that all proposed lots are located wholly within the County.

24-4103. Layout Design Guidelines

To the maximum extent practicable, subdivisions shall be designed to:

(a) Site internal streets to maintain the existing grade.

RESPONSE: The Applicant acknowledges this regulation and notes that the internal public streets have been designed to maintain the existing grades to the greatest extent practicable. Due to the fact that the existing site is currently an airport, and thus extremely flat, it is very difficult to maintain existing grades, as they would not meet county standards for minimum slopes in all circumstances.

(b) *Ensure the spatial relationships, including between the lots and the street, recreation areas, alleys, and development on abutting lots, create the most beneficial relationship for the residents and occupants of the subdivision and abutting properties.*

RESPONSE: The Applicant acknowledges this regulation and notes that the site has been designed to ensure there is proper buffering between the existing environmental features and proposed development, which will be further demonstrated with the upcoming DET application.

(c) *Arrange lotting patterns to avoid the stacking of dwelling units, one behind the other, creating a flag lot relationship.*

RESPONSE: The Applicant acknowledges this regulation and notes that the lotting pattern has been designed to avoid the stacking of dwelling units.

- (d) *Arrange lots to avoid the fronts of dwelling units facing the rear and sides of dwelling units on adjoining lots.***

RESPONSE: The Applicant acknowledges this regulation and notes that the lotting pattern has been designed to avoid the fronts of dwelling units facing the rear and sides of dwelling units on adjoining lots.

- (e) *Arrange lotting patterns to avoid narrow unusable common ownership parcels.***

RESPONSE: The Applicant acknowledges this regulation and notes that the lotting pattern has been designed avoid narrow unusable common ownership parcels, wherein each parcel exceeds the minimum lot size requirements.

- (f) *Ensure infill lotting patterns are context-sensitive to the existing established neighborhood.***

RESPONSE: The Applicant acknowledges this regulation and notes the lotting pattern is consistent with the requirements of the RSF-A Zone. The subject PPS proposes single-family detached residential dwelling units that will help to address the growing need for quality residential housing options in the region. Such residential uses will contain superior architecture that is consistent and compatible with the surrounding community and will be analyzed at the time of permit and/or DET as required.

- (g) *Arrange and sufficiently set back lots and the siting of buildings to preserve views of the site characteristics from streets and abutting lands.***

RESPONSE: The Applicant acknowledges this regulation and notes that the setbacks proposed are either consistent with or exceed the regulations of the RSF-A Zone, which preserve the viewshed along Church Road, which shall be enhanced with the provision of the 10' side path. The site development pattern will also ensure that ample screening and noise buffers are provided to protect future residents from the effects of noise from US 50.

- (h) *Provide lot access from interior streets and easements.***

RESPONSE: The Applicant acknowledges this regulation and notes that all proposed lots will be accessed from interior public streets, which have been designed in accordance with the regulations in Section 24-4200. Notwithstanding, the Applicant is proposing a 55-foot-wide driveway parcel for the benefit of Parcel 72 adjacent to the southern boundary of the Property (not part of this PPS). This proposed driveway parcel will replace a currently existing driveway easement to the benefit of Parcel 72.

- (i) *Terminate culs-de-sac at locations that will provide for a standard lotting pattern around the end of the cul-de-sac in relationship to the property line and abutting lots. Such culs-de-sac may also be permitted to provide a right-of-way for***

pedestrian and bicycle access pursuant to Section 27-6206(g), Pedestrian Connections, of Subtitle 27: Zoning Ordinance.

RESPONSE: The Applicant acknowledges this regulation and cul-de-sac locations have been designed with standard lotting patterns with property lines abutting lots.

- (j) ***Avoid grading that would result in retaining walls on private lots. Retaining walls should be located within common areas, or where common areas are not proposed, adequate access for maintenance shall be provided.***

RESPONSE: The Applicant acknowledges this regulation and notes that **no** retaining walls are currently proposed or are located on private lots. However, if retaining walls were to be proposed, details would be required prior to the approval of a DET application.

- (k) ***Preserve trees on steep slopes and meet the woodland conservation threshold on-site.***

RESPONSE: The Applicant acknowledges this regulation and notes that as demonstrated on the provided Type 1 Tree Conservation Plan, the woodland conservation threshold has been met onsite. Further, on-site woodland conservation and the preservation of trees on steep slopes have been met to the maximum extent practicable.

- (l) ***Locate noise fencing or walls within common areas or within homeowners' association easements on private lots when homeowners' association land is not proposed. A 10-foot-wide clear zone for maintenance and inspection around the fence or wall shall be provided. The minimum net lot area shall be provided outside the easement area.***

RESPONSE: The Applicant acknowledges this regulation and notes that the proposed noise fence/wall along US 50 will be located within a common Parcel known as B1. Details for this noise barrier, along with any other fences or walls would be provided prior to the approval of a DET application.

- (m) ***Lighting techniques shall comply with Section 27-6700, Exterior Lighting, of Subtitle 27: Zoning Ordinance. In addition, lighting should be designed to decrease adverse impacts on the adjoining and abutting lands.***

RESPONSE: The Applicant acknowledges this regulation and notes that any proposed lighting will be demonstrated prior to the approval of a DET application in conformance with Section 27-6700 of the Zoning Ordinance.

- (n) ***Avoid public use easements for infrastructure, including sidewalks.***

RESPONSE: The Applicant acknowledges this regulation and notes that the placement of

infrastructure elements, with the exception of very limited underground utility lines, has been minimized within public use easements within this PPS application.

24-4104. Grading

The submission of general grading plans and a Tree Conservation Plan Type 1 (TCP-1) is required for both minor and major subdivisions in order to efficiently plan the subdivision layout, which includes but is not limited to stormwater management, street grades, tree preservation, water and sewerage, and parkland. The submission of a general grading plan, at two-foot contours, shall be required with an application for a preliminary plan of major subdivision and may be required for a preliminary plan of minor subdivision, unless waived by the Planning Director.

RESPONSE: The Applicant acknowledges this regulation and notes that a Type 1 Tree Conservation Plan has been submitted with this PPS application. This plan includes two-foot contours, stormwater management areas, internal street grades, tree preservation, and water and sewer layout.

24-4105. Historic Resources and Sites

(a) Purpose

The purpose of this Section is to preserve historic resources and sites to:

- (1) Protect the County's cultural heritage;*
- (2) Increase public awareness of the County's history; and*
- (3) Provide for the continued use of still-valuable historic resources and sites.*

RESPONSE: The Applicant acknowledges the purposes of the section but notes that **no** historic resources or sites are on or adjacent to the Property.

(b) General Standards

- (1) Significant archeological sites identified in accordance with the Planning Board Guidelines for Archeological Review shall be preserved in place, to the extent practicable.*
- (2) The flexibility inherent in these Regulations shall be used to protect historic resources and sites, including optional methods of development where appropriate, to design subdivisions that minimize the impact of a subdivision on historic resources and sites and promote the restoration and continued use of such resources.*

- (3) *The lotting pattern of a proposed subdivision containing historic resources and sites shall be laid out to promote the long-term maintenance and access to the historic resources.*
- (4) *A proposed subdivision containing or adjacent to a historic resource or site shall comply with the following standards:*

 - (A) *Lots shall be designed to minimize adverse impacts of new construction on the historic resource;*
 - (B) *Natural features (such as trees and vegetation) which contribute to the preservation of a historic resource or provide a buffer between the historic resource and new development, shall be retained; and*
 - (C) *Protective techniques (such as limits of disturbance, building restriction lines, and buffers) shall be used.*
- (5) *A plan for development may be required to be submitted with an application for a subdivision for the purpose of evaluating the effect of the orientation, mass, height, materials, and design of the proposed development on the environmental setting to protect the integrity of the historic resource.*

RESPONSE: The Applicant acknowledges these regulations but notes that they do **not** apply as no historic resources or sites are on or adjacent to the Property.

24-4106. Cemeteries

- (a) *A proposed preliminary plan for subdivision (minor or major) which includes a cemetery within the site, when there are no plans to relocate the human remains to an existing cemetery, shall comply with the following standards:*

 - (1) *The placement of lot lines shall promote long-term maintenance of the cemetery and protection of existing elements.*
 - (2) *The layout shall promote the long-term maintenance and access to the cemetery.*
 - (3) *Fence or walls constructed of stone, brick, metal, or wood shall delineate the cemetery boundaries.*
 - (4) *If the cemetery is not conveyed and accepted into public ownership, it shall be protected by agreements sufficient to assure its future*

maintenance and protection. This shall include but not be limited to a fund in an amount sufficient to provide income for the perpetual maintenance of the cemetery. These arrangements shall ensure that stones or markers are in their original location. Covenants or other agreements shall include a determination of the following:

- (A) Current and proposed land ownership;*
 - (B) Responsibility for maintenance;*
 - (C) A maintenance plan and schedule;*
 - (D) Adequate access; and*
 - (E) Any other specifications deemed necessary to assure its future maintenance by the Planning Director.*
- (5) Appropriate measures shall be provided to protect the cemetery during the development process.*
- (6) The Planning Director shall maintain a registry of cemeteries identified during the subdivision review process.*
- (b) Any cemetery approved in accordance with this Section that does not comply with the use regulations in PART 27-5: Use Regulations, of the Zoning Ordinance shall be deemed to be a certified nonconforming use unless otherwise specified by the Planning Board.*

RESPONSE: The Applicant acknowledges these regulations but notes that they do **not** apply as no cemeteries are on or adjacent to the Property.

Sec. 24-4200 Transportation, Pedestrian, Bikeway, and Circulation Standards

24-4201. General Street Design Standards

Preliminary plans of subdivision (minor or major) and final plats shall comply with the following standards:

- (a) A subdivision may be served by public and private streets, and in rural areas, access easements.*

RESPONSE: The Applicant acknowledges this regulation and notes that all proposed lots are served by proposed public streets. Notwithstanding, the Applicant is proposing a 55-foot-wide driveway parcel for the benefit of Parcel 72 adjacent to the southern boundary of the Property (not

part of this PPS). This proposed driveway parcel will replace a currently existing driveway easement to the benefit of Parcel 72.

- (b) *The rights-of-way of all highways, streets, trails, and transit facilities shown on the General Plan, Functional Master Plans, and the applicable Area Master Plan or Sector Plan shall be shown on the preliminary plan of subdivision and, when reserved or dedicated, shown on the final plat.***

RESPONSE: The Applicant acknowledges this regulation and notes that the applicable General Plan and Master Plan facilities have been provided on the PPS. These facilities include a ten (10) foot wide side path across the subject Property's frontage with Church Road with ADA accessible crosswalks between the proposed site entrances. Bicycle racks will be provided at two programmed recreation areas within the subdivision (with specifications to be provided at time of DET). The Applicant is also proposing the following facilities internal to the subdivision:

- 6.75 Miles of Trail and Sidewalk
 - 1.25 Miles of 10' Trail
 - 5.5 Miles of 5' Sidewalk

- (c) *All streets proposed for dedication to public use shall comply with the standards in:***

- (1) *Section 27-6200, Roadway Access, Mobility, and Circulation, and all other applicable standards in Subtitle 27: Zoning Ordinance;***
- (2) *Subtitle 23: Roads and Sidewalk, of the County Code;***
- (3) *These Regulations;***
- (4) *The Specifications and Standards for Roadways and Bridges;***
- (5) *The standards of the State Highway Administration for state facilities; and***
- (6) *Applicable regulations of municipalities having jurisdiction.***

RESPONSE: The Applicant acknowledges these regulations and notes that all public streets have been designed in accordance with these requirements.

- (d) *All proposed streets shall comply with the standards in Section 27-6206: Vehicular Access and Circulation, of the Zoning Ordinance, and be continuous and in alignment with existing or platted streets in adjoining subdivisions so as to create a street network that is functional and easily understandable. Generally, streets should cross other streets at right angles. The applicant may petition the***

Planning Director or review body deciding a parent application to waive or modify cross-access requirements between developments pursuant to Section 27-6206(e)(2)(C) of Subtitle 27: Zoning Ordinance of the Prince George's County Code.

RESPONSE: The Applicant acknowledges this regulation and notes that the proposed public streets comply with all applicable standards in Subtitle 27, Part 6 of the County Code, as shown herein within Section IX of this statement of justification.

- (e) ***The topography and drainage of land shall be considered in the design of streets. If necessary to demonstrate such consideration, rough street grading plans may be required.***

RESPONSE: The Applicant acknowledges this regulation and notes that the topography and drainage of land was considered with the design of the proposed public streets as illustrated within the Type 1 Tree Conservation Plan, Stormwater Management Concept Plan, and applicable cross section details which were provided within the PPS submission.

- (f) ***All internal subdivision streets shall be wholly within the County and shall not be designed to directly connect to an adjacent county unless the applicant has obtained the prior written approval of the District Council and the appropriate land use authority of the adjacent county.***
- (1) ***An applicant shall file a written request for such approval with the Clerk of the District Council. The District Council shall either approve or disapprove the request within 45 days from the date of filing. Failure of the District Council to act within the 45-day period shall constitute an approval of the request. For purposes of this provision, an internal subdivision street shall be deemed to be a public street having a right-of-way width of 80 feet or less.***
- (2) ***The District Council shall not allow the proposed street connection to an adjacent county unless it finds that delivery of public safety services, utility services, and tax collection will be timely and adequate for the lots in Prince George's County.***

RESPONSE: The Applicant acknowledges this regulation and notes that all proposed public subdivision streets are wholly within the County.

- (g) ***All private streets shall be of sufficient width to accommodate the requirements of the Landscape Manual.***

RESPONSE: The Applicant acknowledges this regulation and notes that **no** private streets are proposed to serve lots within this subdivision. Notwithstanding, the Applicant is proposing a

55-foot-wide driveway parcel for the benefit of Parcel 72 adjacent to the southern boundary of the Property (not part of this PPS). This proposed driveway parcel will replace a currently existing driveway easement to the benefit of Parcel 72.

24-4202. Vehicular Access and Circulation

- (a) *A preliminary plan of subdivision (minor or major) shall comply with the street connectivity, access, traffic calming, block design, and all other applicable standards in Section 27-6206, Vehicular Access and Circulation, of Subtitle 27: Zoning Ordinance.*

RESPONSE: The Applicant acknowledges this regulation and notes that the PPS application complies with all applicable standards in Section 27-6206 of the Zoning Ordinance, as shown herein within Section IX of this statement of justification.

- (b) *As used in this Section, a planned street or transit right-of-way shall mean a street or right-of-way shown in a currently approved State Highway Plan, the General Plan, the County's Master Plan of Transportation, or the applicable Area Master Plan or Sector Plan. If a service road is used, it shall connect, where feasible, with a local interior collector street with the point of intersection located at least 200 feet away from the intersection of any street or collector or higher classification.*

RESPONSE: The Applicant acknowledges this regulation and notes that the PPS application considers the use of public streets to serve all proposed lots within this subdivision. Notwithstanding, the Applicant is proposing a 55-foot-wide driveway parcel for the benefit of Parcel 72 adjacent to the southern boundary of the Property (not part of this PPS). This proposed driveway parcel will replace a currently existing driveway easement to the benefit of Parcel 72.

24-4203. Pedestrian Access and Circulation

- (a) *Preliminary plans for subdivision (minor or major) and final plats shall comply with the applicable pedestrian access and circulation standards in Section 27-6207, Pedestrian Access and Circulation, of Subtitle 27: Zoning Ordinance.*

RESPONSE: The Applicant acknowledges this regulation and notes that the PPS application complies with all applicable standards in Subtitle 27-6207 of the Zoning Ordinance, as shown herein within Section IX of this statement of justification.

- (b) *Sidewalks and crosswalks shall comply with the Prince George's County Specifications and Standards for Roadways and Bridges, the standards of the State Highway Administration for state facilities, or applicable regulations of municipalities having jurisdiction.*

RESPONSE: The Applicant acknowledges this regulation and notes that all sidewalks and crosswalks shall comply accordingly.

24-4204. Private Streets and Easements

RESPONSE: The Applicant notes that this section of the Subdivision Regulations is not applicable as no private streets or easements are proposed to serve residential lots within this subdivision. Notwithstanding, the Applicant is proposing a 55-foot-wide driveway parcel for the benefit of Parcel 72 adjacent to the southern boundary of the Property (not part of this PPS). This proposed driveway parcel will replace a currently existing driveway easement to the benefit of Parcel 72.

24-4205. Public Utility Easements

All roads (public or private) shall have a public utility easement at least ten feet in width. For Redevelopment and Revitalization projects, the public utility easement may be reduced by the Planning Director for good cause, after due consideration of any adverse impacts. The public utility easement shall be located outside the sidewalk, where a sidewalk is constructed or these Regulations or Subtitle 27: Zoning Ordinance require a sidewalk, and shall be contiguous to the right-of-way.

RESPONSE: The Applicant acknowledges this regulation and notes that ten (10) foot wide public utility easements are provided contiguous to all proposed public streets and are located outside of all sidewalks.

Sec. 24-4300 Environmental Standards

24-4301. General

Environmental features which are impossible or difficult to reproduce, such as floodplain, wetlands, streams, steep slopes, woodlands, and specimen trees, shall be protected.

RESPONSE: The Applicant acknowledges this regulation and notes that the Property is located within the Environmental Strategy Area 2 of Plan Prince George's 2035. The Property contains a total of 28.22 acres of PMA and includes approximately 6,111 linear feet of regulated streams and 11.17 acres of 100-year floodplain. The PMA is located primarily in the southern side of the site and along the southeastern boundary line. A signed Natural Resources Inventory Plan, NRI-029-2020-01 identifies 41 specimen trees within the limits of the Property. All sensitive environmental constraints on the site, including regulated environmental features, will be protected and preserved to the fullest extent practicable.

24-4302. 100-Year Floodplain

- (a) To ensure land is platted in a manner that protects the public against loss of life or property due to the 100-year flood, while minimizing the public and private costs of flood control measures, all subdivisions shall comply with the following standards:**
- (1) Except as provided in Sections 24-4302(a)(2) and 24-4302(a)(3) below, lots shall comply with the minimum net lot area required in PART 27-4: Zones and Zone Regulations, of Subtitle 27: Zoning Ordinance, exclusive of any land area within the 100-year floodplain.**
 - (2) Where any lot contains a 100-year floodplain area in the AR and AG zones, there shall be a minimum of 40,000 contiguous square feet of area within the lot exclusive of any land within the 100-year floodplain.**
 - (3) In the RE and RR zones, any area of a lot in excess of 20,000 contiguous square feet may be in the 100-year floodplain for the purposes of compliance with Section 24-4204, Private Streets and Easements, provided that the lot is to be served by a public water and sewer system, and is in a water and sewer service area Category One, Two, Three, or Four at the time of its approval.**
 - (4) The floodplain areas shall be delineated in accordance with Subtitle 32, Division 4, the Floodplain Ordinance, of the County Code.**
 - (5) A 25-foot setback from the floodplain shall be established for dwelling units as a building restriction line.**
 - (6) In the event that the proposed subdivision is located partially or fully within an area covered by an officially adopted comprehensive watershed management plan, the proposed subdivision shall conform to such plan.**
- (b) In the case of a proposed subdivision which includes a 100-year floodplain area along a stream, unless such area is to become a public park or recreation area maintained by a public entity, the area shall be denoted upon the final plat as a floodplain easement. Such easement shall include provisions for ingress and egress, where practicable. The floodplain easement area may be used, if necessary, for utility lines and/or stormwater drainage facilities, open-type fencing, or passive recreation, provided that no structures are built that would interfere with the flood conveyance capacity of such easement area.**
- (c) The 100-year floodplain associated with a watercourse having less than 50 acres of watershed upstream may be excluded from the floodplain area computation, subject to approval in accordance with the requirements of Subtitle 32, Division 4, the Floodplain Ordinance, of the County Code.**

RESPONSE: The Applicant acknowledges these regulations and notes that all lots have been setback from the 100-year floodplain in accordance with the requirements applicable to the RSF-A Zone.

24-4303. Stream, Wetland, and Water Quality Protection and Stormwater Management

- (a) *Subdivisions shall be designed to minimize the effects of development on land, streams, and wetlands, to assist in the attainment and maintenance of water quality standards, and to preserve and enhance the environmental quality of stream valleys.*
- (b) *A preliminary plan of subdivision (minor or major) shall not be approved until evidence is submitted that a stormwater management concept has been approved by DPIE or the municipality having approval authority, if the municipality has approval authority. Submittal materials shall include evidence that the applicable site development concept has been approved.*

RESPONSE: The Applicant acknowledges these regulations and notes that a SWM Concept Plan is included within this PPS submission and is currently being reviewed by DPIE (SDCP-17175-2020-01). The Applicant notes that the on-site stormwater management facilities will include ESD practices (bioswales (2), a grass swale (1), and submerged gravel wetlands (4)), which will treat the quantity and quality of stormwater onsite to maximum extent practicable. The project redevelopment area has been optimized to preserve the existing sensitive environmental features, including the PMA and specimen trees, to the maximum extent practicable.

- (c) *Regulated stream buffers shall comply with the requirements in Table 24-4303(c): Regulated Stream Buffers.*

RESPONSE: The Applicant acknowledges this regulation and notes that the Property's location outside of a transit-oriented center, requires the provision of a minimum 100 foot buffer width from all regulated streams, which is demonstrated on the Type 1 Tree Conservation Plan.

- (d) *To ensure the purpose and intent of this Section is advanced, a proposed subdivision (minor or major) shall comply with the following:*
 - (1) *The preliminary plan of subdivision (minor or major) shall demonstrate adequate control of increased run-off.*

RESPONSE: The Applicant acknowledges this regulation and notes that a SWM Concept Plan is included within this PPS submission and is currently being reviewed by DPIE (SDCP-17175-2020-01). This SWM plan demonstrates the ESD practices and facilities, which show that the Property has adequate control of run-off.

- (2) *Stormwater control shall be provided on-site unless, upon recommendation from the County, it is demonstrated equally effective stormwater controls can be provided off-site.*

RESPONSE: The Applicant acknowledges this regulation and notes that all stormwater management control is provided within the limits of the subject site.

- (3) *Environmental site design (ESD) techniques are encouraged, where appropriate.*

RESPONSE: The Applicant acknowledges this regulation and notes that a SWM Concept Plan is included within this PPS submission and is currently being reviewed by DPIE (SDCP-17175-2020-01). The Applicant notes that the on-site stormwater management facilities will include ESD practices (bioswales (2), a grass swale (1), and submerged gravel wetlands (4)), which will treat the quantity and quality of stormwater onsite to maximum extent practicable.

- (4) *Where land is partially or totally within an area subject to an adopted Watershed Plan, the subdivision conforms to such plan.*

RESPONSE: The Applicant acknowledges this regulation but notes it does **not** appear to be applicable as the Property is not the subject of a Watershed Plan.

- (5) *Where land is located outside the Chesapeake Bay Critical Area Overlay (CBCAO) zones, the preliminary plan of subdivision (minor or major) and all plans associated with the application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state, to the fullest extent possible, consistent with the Environmental Technical Manual established in accordance with Subtitle 25: Trees and Vegetation, of the County Code. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required in accordance with Subtitle 27: Zoning Ordinance, of the County Code, for the reasonable development of the lot outside the regulated feature.*

RESPONSE: The Applicant acknowledges this regulation and notes that the 28.22 acres of PMA will be preserved, to the fullest extent practicable, wherein any impacts are justified accordingly as a separate exhibit within the PPS submission

- (6) *All regulated environmental features shall be placed in a conservation easement and identified on the final plat.*

RESPONSE: The Applicant acknowledges this regulation and notes that an easement will be placed over the woodland conservation area, which, shall be identified on the final plat.

- (7) *The approval of a Concept Grading, Erosion, and Sediment Control Plan (CS) by the Soil Conservation District, shall be required prior to final approval of the preliminary plan of subdivision (minor or major) if required by Subtitle 32: Water Resources Protection and Grading Code, of this Code.*

RESPONSE: The Applicant acknowledges this regulation and intends to provide an approved Concept Grading, Erosion, and Sediment Control Plan by the Soil Conservation District prior to the approval of the PPS application or at the time of certification as required.

24-4304. Woodland and Wildlife Habitat Conservation, Tree Preservation, Clearing, and Replacement

- (a) *Except for land located in the Chesapeake Bay Critical Area Overlay (CBCAO) zones, development shall comply with the provisions for woodland and wildlife habitat conservation and tree preservation established in Division 2 of Subtitle 25: Woodland and Wildlife Habitat Conservation Ordinance, of the County Code, and the tree canopy requirements of Division 3 of Subtitle 25: Tree Canopy Coverage Ordinance, of the County Code.*

RESPONSE: The Applicant acknowledges this regulation and has provided a Type 1 Tree Conservation Plan to demonstrate conformance with the applicable requirements of Subtitle 25. Conformance with the applicable requirements of tree canopy coverage would be demonstrated at the time of DET or permit.

- (b) *For land located in the CBCAO zones, all provisions regarding vegetation shall comply with the requirements of Subtitles 5B: Chesapeake Bay Critical Area, and Subtitle 27: Zoning Ordinance, of the County Code.*

RESPONSE: The Applicant acknowledges this regulation but notes it is not applicable as the Property is not located within a CBCAO Zone.

Sec. 24-4400 Public Facility Standards

24-4401.

Preliminary plans of subdivision (minor or major) and final plats of subdivision (minor or major) must be designed to show all utility easements necessary to serve anticipated development on the land being subdivided, consistent with the recommendations and standards relevant to public utility companies. When utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

RESPONSE: The Applicant acknowledges this regulation and notes that all utility easements will be prepared accordingly.

24-4402.

Land for public facilities shown on the General Plan, a Functional Master Plan, the applicable Area Master Plan or Sector Plan, or a watershed plan shall be reserved, dedicated, or otherwise provided for.

RESPONSE: The Applicant acknowledges this regulation and has labeled any land designated for public facilities accordingly on the PPS.

24-4403.

Stormwater management facilities, existing or proposed as part of the development, shall have sufficient capacity to convey surface water runoff.

RESPONSE: The Applicant acknowledges this regulation and notes that a SWM Concept Plan is included within this PPS submission and is currently being reviewed by DPIE (SDCP-17175-2020-01). The Applicant notes that the on-site stormwater management facilities will include ESD practices (bioswales (2), a grass swale (1), and submerged gravel wetlands (4)), which will treat the quantity and quality of stormwater onsite to maximum extent practicable.

24-4404.

In accordance with the Sustainable Growth and Agricultural Preservation Act (Map 3 of Plan 2035 Prince George's County Sustainable Growth and Agricultural Preservation Act of 2012 (SB236) Map, Adopted November 20th, 2012, as may be amended from time to time), the water and sewer standard for residential subdivisions is:

- (a) A subdivision in the Sustainable Growth Tier I in the General Plan or applicable Functional Master Plan shall be served by public sewer.***
- (b) A subdivision in the Sustainable Growth Tier II in the General Plan or applicable Functional Master Plan shall be served by public sewer, except for a minor subdivision which may be served by on-site sewerage disposal systems.***
- (c) A subdivision in the Sustainable Growth Tier III in the General Plan or applicable Functional Master Plan shall be served by on-site sewerage disposal systems.***
- (d) A subdivision in the Sustainable Growth Tier IV in the General Plan or applicable Functional Master Plan shall be served by on-site sewerage disposal***

systems. A residential major subdivision served by on-site sewer disposal systems is not permitted.

RESPONSE: The Applicant acknowledges this regulation and notes that the Property is in Sustainable Growth Tier II in the General Plan.

24-4405.

For purposes of determining whether water and sewerage complies with the standards of this Section, the location of the property within the appropriate service area of the Ten Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage and compliance with the standards for the provision of public sewer and water.

RESPONSE: The Applicant acknowledges this regulation and notes that the subject Property is within water and sewer categories W-4 and S-4 and is eligible to proceed with a PPS application. If this PPS submittal and forthcoming DET application are approved, the Applicant will then proceed with an administrative water and sewer category change from W-4/S-4 to W-3/S-3.

24-4406.

If a water storage tank is proposed to be located on the site of a proposed development, the subdivision shall include reservation of land or an easement for the storage tank and an access easement so that emergency vehicles can adequately use the water storage tank in times of emergency.

RESPONSE: The Applicant acknowledges this regulation but notes it is **not** applicable as not water storage tanks are proposed to serve this subdivision.

Sec. 24-4500 Public Facility Adequacy

24-4502. Applicability

(b) Applicability of Public Facility Adequacy Standards

- (1) This Section establishes public facility adequacy standards. They are summarized in Table 24-4502: Summary of Public Facility Adequacy Standards. The standards are established in Sections 24-4504, Public Facility Adequacy-Generally, through Section 24-4510, Schools Adequacy, below.**

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Facility	Area of Applicability	Level of Service	Compliance
Transportation	Service Area 2	LOS "D" (CLV of 1301-1450)	Under Existing, Background and Total Conditions, all signalized intersections required to be studied by the Applicant operate with a CLV of 1,450 or less. • Under Existing, Background and Total Conditions, all unsignalized study intersections required to be studied by the Applicant pass the three-step test of adequacy. • A Traffic Signal Warrant Analysis was conducted at the southern site access intersection and the results indicate that Warrant 2 is satisfied. Therefore, it is recommended a signal be installed at this intersection. It should be noted that a SimTraffic queuing analysis has been conducted for the proposed signal. The results indicate that 95th percentile queues will not spill back into the adjacent intersection of Church Road & Dawn Whistle Way.
Pedestrian and Bikeway Adequacy	RSF-A Zone	Adequate pedestrian and bikeway facilities needed to serve the development exist or are constructed by the applicant	The Applicant notes that demonstrating conformance to Pedestrian and Bicycle Adequacy is not required for this PPS application, given the Property's location in the RSF-A Zone.
Parks and Recreation	RSF-A Zone	15 acres per 1,000 residents	Nearby Parks & Recreation Facilities include, Collingbrook Park, Enfield Chase Park, Spring Break Park, and Woodmore Road Park. The Applicant would further assert that

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			DPR acknowledged with its approval of 4-20006 under the prior Subdivision Regulations that adequate park facilities exist to serve this proposed development. Compliance with the mandatory parkland dedication requirement is proposed to be met through the provision of on-site recreational facilities in accordance with Section 24-4601(b)(4)(C).
Police	Residential Development	Response times for service are within ten (10) minutes for emergency calls and twenty-five (25) minutes total for non-emergency calls, in each police district.	Per the most recent average rolling response times available at MNCPPC, response times for District II are 10:00 minutes for emergency and 14:00 minutes for non-emergency calls.
Fire & Rescue	All locations	Seven (7) minutes travel time for any residential uses.	The closest Fire Department Station is the Glenn Dale Volunteer Fire Department, 3.2 miles (approximately 7 minutes) from the Property.
Schools	Residential development	Students will not exceed 105% of state-rated capacity or demonstrate mitigation in accordance with Section 24-4510(c).	The Property is served by Woodmore Elementary, Benjamin Tasker Middle, and Bowie High, all of which are operating below the 105% capacity threshold, according to both the 2023 and 2024 enrollment reports.

Sec. 24-4600 Parklands and Recreation Facilities

24-4601. Mandatory Dedication of Parkland

(b) Applicability

- (4) *As an alternative to the dedication of land in accordance with Section 24-4601(b)(3), Amount of Park and Recreation Land Required, above, any of the following, either singly or in combination, shall satisfy the requirements of this Section.*
- (C) *Recreational facilities may be provided instead of land or in-lieu fees in any Residential zone, provided that a plan for such recreational facilities is approved by the Planning Board after determining that:*
- (i) *Such facilities will be equivalent or superior in value, to the land, improvements, or facilities that would have been provided under this Section; and*
- (ii) *The facilities will be properly developed and maintained to the benefit of future residents of the subdivision through covenants, a recreational maintenance agreement, or other appropriate means, and that such instrument is legally binding upon the subdivider and the subdivider's heirs, successors, and assigns, and that such instrument is enforceable; and*
- (iii) *No permit for construction or occupancy of dwellings shall be issued unless the Planning Board is satisfied that the facilities have been, or will be, provided at the appropriate state of development.*

RESPONSE: The Applicant acknowledges these regulations and intends to comply with the above requirements by offering an alternative of on-site recreational facilities with this PPS application in accordance with the County's *Parks and Recreation Guidelines*. The Applicant has included a proposed recreation facilities cost estimate as a component of this PPS application that indicates the general type, price, and location of recreation facilities to be provided. More specific details of these facilities will be provided with the forthcoming DET submission but will generally include a tot-lot, a programmed open space with a pavilion, benches, and a significant on-site 10-foot trail. Final programming of such amenity spaces will happen at the time of DET.

Sec. 24-4700 Conservation Subdivision Standards

RESPONSE: The Applicant acknowledges these regulations but notes that they are **not** applicable to this PPS application as a conservation subdivision is not proposed for the subject site.

VII. CONFORMANCE WITH THE STANDARDS OF RESIDENTIAL BASE ZONES AND THE RSF-A ZONE

The subject application conforms to the applicable purposes of the Residential Base Zones as follows:

Section 27-4202. Residential Base Zones

(c) General Purposes of Residential Base Zones

The Residential base zones established in this Section are intended to provide a comfortable, healthy, safe, and pleasant environment in which to live and recreate. More specifically, they are intended to:

- (1) Provide appropriately located lands for residential development that are consistent with the goals and policies of the General Plan and the applicable Area Master Plan or Sector Plan;***

RESPONSE: The Applicant notes the proposed single-family detached residential use is consistent with the goals and policies of the General Plan and Master Plan as examined herein. The general plan notes this Property is within the Established Communities Growth Policy Tier and has a future land use of residential medium (i.e. 3.5 to 8 dwelling units per acre). The proposed development represents context-sensitive infill development and will provide much-needed residential uses for current and future residents of the County.

- (2) Ensure adequate light, air, privacy, and open space for each dwelling, and protect residents from the negative effects of noise, excessive population density, flooding, and other significant adverse environmental impacts;***

RESPONSE: The Applicant notes the proposed residential uses for the Property will provide adequate light, air, and privacy for each dwelling. The PPS consists of single-family detached dwelling units situated on lots that will all have full front, rear, and side yards that can be utilized by future residents and provide adequate space and privacy. Further, the PPS will comply with all noise regulations in the Subdivision Regulations. The Applicant's noise study submitted with this application proposes noise barriers strategically placed on the Property that will mitigate noise from the adjacent US 50 to levels that fall below those established in the appropriate portions of Section 27-6810 of the County's Zoning Ordinance. The PPS has also been designed to be compliant with all County, State and Federal environmental regulations to protect against any adverse environmental impacts.

- (3) Ensure protection from fires, explosions, toxic fumes and substances, and other public safety hazards;***

RESPONSE: The Applicant notes this PPS will be in conformance with all County laws to protect properties from fire, flood, panic, and other dangers. These laws include floodplain regulations, the fire prevention code, and the building code.

(4) *Provide for residential housing choice, affordability, and diversity with varying housing densities, types, and designs;*

RESPONSE: The instant PPS proposes single-family detached units that are intended to address a wide variety of price points and market needs/preferences. This includes high quality residential units that will have a range of finished square footages (final square footage numbers will be confirmed at time of DET). The provisions of such a variety of single-family detached units are needed for numerous reasons. First, there is a growing demand for housing options by consumers such as seniors and millennials. For example, by the year 2030, it is predicted that 20% of the total US population will be 65 or older. According to most estimates, the US will need an additional 800,000 units of senior housing by 2030 to meet the growing demand from the aging Baby Boomer generation. In Prince George's County, there are over 170,000 adults over the age of 60 representing 18.6% of the total County population. Over the next several years it is anticipated that 20% of the County's population will be over the age of 60. The inclusion of more efficient single-family detached units on smaller lots with a range of square footages will result in the ability to yield a reasonable amount of additional single-family detached lots for a growing senior population in Prince George's County. Similarly, "millennials" represent nearly 38% of the current buyers in the national market per a 2024 generational report by the National Association of Realtors. Both the senior and millennial buyers in today's market are seeking modern, efficient, and more compact living spaces with high end finishes, attractive architecture, and access to amenities. Such a concept reflects a lifestyle that includes smaller living spaces, first floor accessibility, and lot sizes that offer outdoor opportunities that are not overly burdensome from a maintenance standpoint. Without a significant increase in the number of available housing units, there simply will not be enough supply to meet the consumer demand of today's buyers (especially senior and millennial buyers).

(5) *Provide for safe and efficient vehicular, bicycle, and pedestrian access and circulation, and neighborhoods that promote multiple forms of mobility;*

RESPONSE: The PPS proposes a circulation pattern that efficiently and safely promotes multi-modal mobility. As mentioned herein, this PPS proposes:

- Frontage improvements to Church Road (including a ten (10) foot side path along western frontage)
- 6.75 Miles of Trail and Sidewalk
 - 1.25 Miles of 10' Trail
 - 5.5 Miles of 5' Sidewalk

The Applicant has also submitted a traffic impact study with the PPS prepared by Lenhart

Traffic Consulting, Inc. that concludes the following:

- Under Existing, Background and Total Conditions, all signalized intersections required to be studied by the Applicant operate with a CLV of 1,450 or less.
- Under Existing, Background and Total Conditions, all unsignalized study intersections required to be studied by the Applicant pass the three-step test of adequacy.
- A Traffic Signal Warrant Analysis was conducted at the southern site access intersection and the results indicate that Warrant 2 is satisfied. Therefore, it is recommended a signal be installed at this intersection.

It should be noted that a SimTraffic queuing analysis has been conducted for the proposed signal. The results indicate that 95th percentile queues **will not** spill back into the adjacent intersection of Church Road & Dawn Whistle Way.

(6) Provide for the public services and facilities needed to serve residential development;

RESPONSE: The development proposed in the PPS will be served by adequate public facilities and services. The Applicant would note that the Property was previously subject to a preliminary plan of subdivision (4-20006) approved by the Planning Board on November 5, 2020, for a total of 509 residential units. This relatively recent preliminary plan found that adequate public facilities existed to meet a development proposal that consisted of significantly more residential units (i.e., 41% more dwelling units than proposed in the current PPS). The Property also has existing water/sewer services on-site and is within W-S Category 4, which is adequate for development. As set forth elsewhere herein, the PPS includes adequate transportation facilities (both onsite and offsite) exist or will be constructed by the Applicant to serve the proposed residential uses. Because this is a residential subdivision, the mandatory impact fees for schools will also be provided pursuant to County Code requirements.

(7) Protect the existing character of lands in the residential zones from incompatible development;

RESPONSE: The Applicant notes the proposed single-family detached development has been designed in harmony with surrounding residential communities. Quality materials, façade variations, and architectural features will be reflected in future DET applications to further demonstrate compatibility with the surrounding neighborhoods. Adequate buffering through the use of landscaping (where required by the County's Landscape Manual) will also further ensure the character of existing neighborhoods is maintained.

(8) Accommodate new infill development and redevelopment that is consistent with the context and the character of the residential zone in which it is located; and

RESPONSE: The Property currently operates as an active airport and presents elements of incompatibility with existing suburban residential development. Over the last several decades the Church Road corridor (adjacent to the Freeway Airport) has seen substantial residential development, including, but not limited to, the Waterford residential community to the west of the Property, (on the west side of the high-tension PEPCO power lines), and the large master planned community known as Fairwood, (on the immediate north side of US 50). As such, it is no longer ideal for small to medium sized aircraft to take off and depart from an airport when it is surrounded by low-to moderately-dense residential development. Conversely, redevelopment of this active airport with permitted residential dwellings will certainly enhance and promote the current residential character of the surrounding communities. Since the airport would close once residential development begins, the surrounding community would no longer have unwanted aircraft noise or face any flight hazards from incoming or departing aircraft (which currently can occur at all hours of the day at the existing Freeway Airport).

Proposed single-family detached development will also enhance the surrounding community by providing compatible residential development that will meet the existing and future housing needs of residents of Prince George's County. It is anticipated that any single-family residential development will be high quality with multiple architectural features to maintain compatibility with adjacent residential communities.

(9) Promote sustainable development in terms of energy efficiency and conservation, greenhouse gas reductions, food security, materials recycling, and similar sustainability goals.

RESPONSE: The Applicant is committed to working towards a greener development through this PPS (and subsequent development entitlements). Stormwater Management practices will be designed to meet Environmental Site Design guidelines and erosion/sediment control practices will be diligently applied and maintained during construction activities. Forest cover will be maintained to the fullest extent practicable and landscape buffers will be planted in accordance with the County's Landscape manual to create lush, green supplements to the existing tree cover on site. Energy efficient appliances, HVAC systems, insulation, and building materials and techniques will be considered as part of future entitlements in order to contribute to a greener habitat than might be found elsewhere.

(f) Residential, Single-Family-Attached (RSF-A) Zone

(1) Purposes

The purposes of the Residential, Single-Family-Attached (RSF-A) Zone are:

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(A) To provide for development in a form that supports residential living and walkability, is pedestrian oriented and is well connected to surrounding lands;

RESPONSE: The Applicant's proposed development will support residential living through the development of 297 single-family detached dwelling units. Further, the PPS contains substantial pedestrian connection throughout the subdivision and to Church Road.

(B) To provide development that is respectful of the natural features of the land; and

RESPONSE: The proposed development provides adequate open space, particularly for outdoor recreation, as shown in the provided open space set-aside exhibit submitted with this PPS application. Existing trees in the established woodlands have been preserved to the maximum extent practicable on-site.

(C) To provide development that is compatible with surrounding lands.

RESPONSE: The Applicant's proposed single-family detached unit will be wholly compatible with residential units on surrounding lands.

(2) Intensity and Dimensional Standards

(2) Intensity and Dimensional Standards					
Standard(1)	Single-Family Detached Dwelling	Two-Family Dwelling	Three-Family Dwelling	Townhouse Dwelling	Other Uses
Density, max. (du/ac of net lot area)	8.70	32.66	12.44	16.33	No requirement
Net lot area, min. (sf)	5,000	No requirement	No requirement	No requirement	6,500
1 Lot width, min. (ft)	45 (10)	60 (8)	40	20 (5)	45
Lot frontage (width) at front street line, min. (ft)	40	48 (9)	32	16	36
Lot coverage, max. (% of net lot area)	40	45 (2)	40 (2)	45 (2)	60
2 Front yard depth, min. (ft)	15	15	15	15	15
3 Side yard depth, min. (ft)	8 (3)	8 (4)	8 (4)	8 (4)	8 (3)
4 Rear yard depth, min. (ft)	20	20 (7)	20	20 (7)	20
5 Principal structure height, max. (ft)	40	50	40	50	40
Accessory structure height, max. (ft) (6)	25	25	25	25	25

NOTES: du/ac = dwelling units per acre; sf = square feet; ft = feet

(1) See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.

(2) Applicable to the lot coverage of the development lot as a whole rather than individual lots under townhouse units.

(3) On corner lot, min. side yard depth alongside street = 25 ft. **6**

(4) Applicable to the buildings on the edges of the development lot as a whole. Within the development lot as a whole, a minimum separation of 8 feet is required between buildings.

(5) Applicable to the individual lots under townhouse units. The minimum lot width for the development lot as a whole shall be 100 ft.

(6) May be increased for certain purposes by approval of a special exception pursuant to Section 27-3604, Special Exception. Height may not exceed 2 stories.

(7) May be reduced to 0 feet when a 20-foot-wide or wider alley is provided, or to a range between 5 and 10 feet when an alley less than 20 feet in width is provided.

(8) May be reduced to 20 feet when building vertically stacked dwelling units.

(9) May be reduced to 16 feet when building vertically stacked dwelling units.

(10) If the lot is located on a cul-de-sac, the minimum width may be reduced to forty-five (45) feet.

RESPONSE: The Applicant acknowledges these regulations and notes that the intensity and dimensional standards for the proposed single-family detached dwelling units are demonstrated on the proposed PPS and will be further illustrated in the forthcoming DET submittal.

VIII. PRINCIPAL USE STANDARDS

As the Property is being evaluated with the standards of the RSF-A Zone, the proposed single-family detached residential dwelling units are permitted by right with no use specific standards.

IX. PART 27-6: DEVELOPMENT STANDARDS

The following contains responses to the relevant development standards per the requirements of the Zoning Ordinance:

Sec. 27-6200 Roadway Access, Mobility, and Circulation

27-6204. Circulation Plan or Site Plan Required

Development applications shall include a circulation plan (unless a site plan meeting the requirements of this Section is submitted) that demonstrates how the development follows the requirements of Sections 27-6205 through 27-6208. A circulation plan may be combined with the parking plan required in Section 27-6303, Parking Plan or Site Plan Required.

RESPONSE: A circulation plan will be included for review with the forthcoming DET submittal.

27-6206. Vehicular Access and Circulation

(a) Definition of Street Functional Classification

All public streets will be classified by the County according to the system of functional classification defined in the Prince George's County Specifications and Standards for Roadways and Bridges, authorized in Subtitle 23: Roads and Sidewalks as the County's official standards for street design and construction. Within the Transit-Oriented/Activity Center base and Planned Development (PD) zones, the Prince George's County Urban Street Design Standards shall apply.

(b) Vehicular Accessway Classifications

As a basis for application of many of the vehicular access and circulation standards in this Section, proposed and existing vehicular accessways shall be classified in accordance with the following classifications, which reflect the accessway's relative functions in providing access to and from principal origin and destination points and accommodating travel mobility. These do not supersede or replace classifications used in the Prince George's County Specifications and Standards for Roadways and Bridges.

(1) Driveways

Driveways are accessways that function solely to provide direct and immediate vehicular access between an alley or street and the principal origin and destination points within an abutting development, or part of a large development. They generally handle low vehicular travel speeds and traffic volumes but may handle higher vehicular traffic volumes within large commercial and mixed-use developments (e.g., driveways within mixed-use developments or shopping center parking areas). Driveways are generally not located in the public right-of-way for their principal length, or along building frontages in the Transit-Oriented/Activity Center base and Planned Development (PD) zones and are not considered streets.

(2) Alleys

- (A)** *Alleys make up a specialized classification of accessway that primarily functions to provide secondary vehicular access and/or service and delivery vehicle access between a street and the rear or sides of lots or buildings. Alleys may provide primary vehicular access for dwellings designed to have no driveway access from the fronting street, or access may be provided through a combination of an alley and a driveway from a fronting street. Alleys may not provide primary vehicular access for dwellings that do not have a fronting street.*
- (B)** *Within the CN, NAC, LTO, RTO-L, RTO-H, LTO-PD, and RTO-PD zones, alleys shall comply with standards established in the Prince George's County Urban Street Design Standards. In all other areas of the County, alleys shall comply with the standards established in Subtitle 23: Roads and Sidewalks, and Subtitle 24: Subdivision Regulations, of the County Code, and the Prince George's County Specifications and Standards for Roadways and Bridges.*

(3) Connectivity

The accessways defined in Sections 27-6206(b)(1) and 27-6206(b)(2) shall connect to public or private streets, which shall follow standards of design and construction as defined in the Prince George's County Specifications and Standards for Roadways and Bridges and in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction.

RESPONSE: The Applicant acknowledges these standards and notes that private driveways will connect the proposed single-family detached units to a public street. Further, the internal public street network shown in this PPS will lead directly to Church Road, an existing public street.

(c) Required Vehicular Access and Circulation

A new development shall be served by a system of vehicular accessways and internal circulation (including driveways, and alleys connecting from public or private streets, as well as any required fire lanes, parking lot drive aisles, and any circulation associated with parking, loading, or drive-through service windows) that are designed to accommodate appropriate circulation of firefighting and other emergency vehicles, public transit, school buses, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development, as defined by the standards in Subtitle 23: Roads and Sidewalks.

RESPONSE: The Applicant acknowledges this standard and notes that proposed development is served by a system of vehicular accessways that will accommodate appropriate vehicle turning movements including, but not limited to, firefighting and other emergency vehicles, garbage trucks, delivery vehicles, school buses, service vehicles, and passenger motor vehicles within the development.

(d) Vehicular Access Management

(1) Limitation on Direct Access Along Arterial and Collector Streets

Proposed direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial or collector street only if:

- (A) No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;**
- (B) Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial or collector street, and no more than one additional two-way**

driveway or pair of one-way driveways per additional 200 feet of frontage; and

- (C) ***The development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or it is determined that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial or collector street.***

RESPONSE: The Applicant acknowledges that the development is proposed to be accessed from two new public road entrances leading to Church Road, which is classified as a collector roadway. Access must be granted from Church Road as no alternative direct vehicular access from a lower-classified roadway exists. Nonetheless, all driveways leading to the proposed residential dwellings within the subdivision will connect to newly constructed public streets with a classification lower than a “collector” designation. As illustrated by Traffic Impact Statement, the addition of the trips proposed by this development will not cause any of the examined study intersections to operate outside of the applicable standards of the County’s Adequate Public Facility Ordinances (APFO) and is thus consistent with all regulatory requirements. Furthermore, the proposed development shall not exceed an average daily traffic (ADT) count of 1,000 trips. As illustrated by Section 5 of the Traffic Impact Statement, the addition of the trips proposed by this development will not cause any of the examined intersections to operate outside of the Adequate Public Facility Ordinances (APFO) and is thus consistent with all regulation requirements.

(2) ***Limitation on Direct Driveway Access along Other Streets***

The following standards shall apply to vehicular access along a street other than an arterial street.

- (A) ***For single-family detached dwellings, two-family dwellings, and three-family dwellings, one direct driveway access point is allowed if only the frontage of the lot abuts the street’s right-of-way. If the street is on a corner lot of two non-arterial or non-collector streets and abuts the right-of-way of two intersecting streets, two direct driveway access points are allowed (one to each street).***

RESPONSE: The Applicant acknowledges this standard, and all single family detached lots (and related driveways) abut a street right of way.

- (B) ***For townhouse and multifamily dwellings, and for uses in the Public, Civic, and Institutional; Commercial; and Industrial Use***

Categories, the number of vehicular access points along a public street shall follow State, County, or municipal access standards, as applicable, to protect the function, safety, and efficiency of travel on the street and any associated bikeways and sidewalks.

RESPONSE: This standard does **not** apply as the Applicant is not proposing any townhouse or multifamily dwellings.

- (C) ***Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be provided only from the lower-classified fronting street, to the maximum extent practicable.***

RESPONSE: The Applicant acknowledges this standard, and all lots have direct driveway access to similarly classified streets.

(3) ***Shared Driveways***

- (A) ***Driveway access shared between adjoining lots is encouraged and, in the case of County or State access spacing requirements that do not allow individual lot frontages to be served individually, may be required to limit direct vehicular access along streets.***

RESPONSE: The Applicant acknowledges this standard but notes that **no** shared driveways are proposed. Such a scenario is not practical given the lot sizes, proposed street orientation, and nature of the single family detached units.

- (B) ***Easements allowing cross-access to and from lands served by a shared driveway, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development proposing the shared driveway access. Such easements shall clearly limit parking of each property owners' vehicles to their side of the driveway, and stipulate that both owners shall share in the costs and responsibility of maintaining the driveway.***

RESPONSE: The Applicant acknowledges this standard but notes that it does **not** apply as there are no proposed shared driveways utilizing easements with this PPS application. Notwithstanding, the Applicant is proposing a 55-foot-wide driveway parcel for the benefit of Parcel 72 adjacent to the southern boundary of the Property (not part of this PPS). This proposed driveway parcel will replace a currently existing driveway easement to the benefit of Parcel 72.

(e) ***Cross-Access***

(1) Purpose

The purpose of the following vehicular connectivity standards is to enhance safe and convenient mobility within and between neighborhoods and developments that helps integrate and connect neighborhoods, allow residents to conveniently visit neighbors and nearby activity centers without compromising the capacity of the County's streets to accommodate through-traffic, improve opportunities for comprehensive and convenient transit service, enhance efficient provision of public services, and improve the speed and effectiveness with which emergency services and police and fire protection can be provided to County residents and lands.

(2) Cross-Access Between Adjoining Developments

To encourage shared parking and minimize access points along streets, new development, other than industrial development, in the Transit-Oriented/Activity Center base and PD zones and Nonresidential base zones shall comply with the following standards:

- (A)** *The internal vehicular circulation system shall be designed and constructed to provide vehicular cross-access between the development's vehicular use areas and those on adjoining parcels containing a nonresidential or mixed-use development, or to the boundary of adjoining vacant land in a Transit-Oriented/Activity Center base or PD zone or a Nonresidential zone (see Figure 27-6206(e)(2): Cross-Access Between Parking Areas of Adjoining Developments).*
- (B)** *Cross-accessways shall provide for two-way vehicular traffic between the vehicular use areas on the adjoining lots through the use of a single driveway or drive aisle that is at least 22 feet wide or through two one-way driveways or aisles that are each at least 14 feet wide.*
- (C)** *The Planning Director or review body deciding a parent application may waive or modify the requirement for vehicular cross-access if the applicant clearly demonstrates that such cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors.*
- (D)** *Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining*

maintenance responsibilities of landowners, shall be recorded in the Land Records of Prince George's County before record plat or prior to the issuance of a building permit for the development.

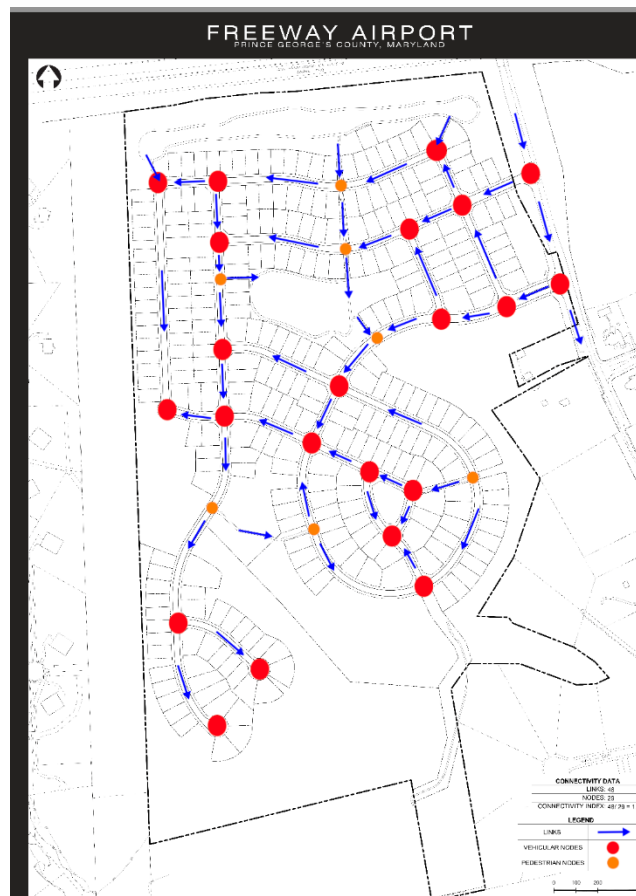
RESPONSE: This standard does **not** apply to the subject PPS application because the Property is classified in a residential base zone (i.e., RSF-A Zone).

(f) Connectivity Standards for Single-Family (Attached and Detached) Residential Development

(1) Minimum Connectivity Index Score Required

New single-family residential subdivisions processed with a preliminary plan of major subdivision shall achieve an internal street connectivity index score in accordance with Table 27-6206(f)(1): Minimum Street Connectivity Index.

RESPONSE: The Applicant acknowledges these standards and this PPS satisfies the many connectivity standards set forth in the Table in Section 27-6206(f)(1). Specifically, the PPS achieves a **connectivity index of 1.7** as follows, which is included as a component of the application submission:



(g) Pedestrian Connections

- (1) A right-of-way (at least ten feet wide) shall be provided for pedestrian and bicycle access between a cul-de-sac head or street turnaround and the sidewalk system of the closest street or pedestrian path (as shown in Figure 27-6206(g): Pedestrian Connections), if the cul-de-sac head or street turnaround:**
 - (A) Is within a half-mile of significant pedestrian generators or destinations such as transit stops, schools, parks, public trails, greenways, employment centers, mixed use development, retail centers, or similar features; and**
 - (B) Can be connected to an existing or proposed sidewalk, trail, greenway or other type of pedestrian connection.**
- (2) Vacant adjacent land that could be developed in the foreseeable future with sidewalks, trails, greenways, or other types of pedestrian connections to which the pedestrian and bicycle access can be connected.**
- (3) These pedestrian connections shall count as links for the purpose of calculating the connectivity index.**
- (4) These pedestrian connections may require public use easements in accordance with Subtitle 24: Subdivision Regulations of the County Code.**

RESPONSE: The Applicant acknowledges these standards but notes they do **not** apply as the PPS does not propose utilizing a cul-de-sac head or street turnaround that reflects the criteria in Figure 27-6206(g).

(h) External Street Connectivity

- (1) The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and deemed appropriate for future development, or are developed and include opportunities for such connections.**
- (2) Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or stub street shall be provided for development where practicable and feasible in each direction (north, south, east, and west) for development that abuts vacant lands.**

- (3) *At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform landowners.*
- (4) *The final plat (see Subtitle 24: Subdivision Regulations) shall identify all stub streets and include a notation that all stub streets are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.*

RESPONSE: The Applicant acknowledges these standards have been met (where appropriate and/or applicable) through the thoughtful and logical street layout proposed in this PPS.

(i) Continuation of Adjacent Streets

Proposed street layouts shall be coordinated with the existing street system in surrounding areas. Existing streets shall, to the maximum extent practicable, be extended to provide access to adjacent developments and subdivisions and to provide for additional points of ingress and egress.

RESPONSE: The proposed street layout in the PPS has been coordinated to extend to existing Church Road, the only roadway (other than US 50 which cannot be accessed) abutting the Property.

(j) Traffic-Calming Measures for Private Streets

- (1) *All traffic calming measures shall be coordinated with the applicable operating agency or municipality. Any traffic calming measures proposed in a County right-of-way shall require approval by the DPIE Director. Such approval shall also identify the responsible party for perpetual maintenance for any non-standard or non-conforming elements that may be proposed.*
- (2) *Street widths not in excess of basic design standards, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic-calming measures are encouraged on all local and subcollector streets that connect between two nodes in the connectivity index system, provided they do not interfere with emergency vehicle access.*
- (3) *Residential development shall employ measures to interrupt direct vehicle flow on linear street segments over 800 linear feet long, to the maximum extent practicable (see Figure 27-6206(j): Traffic Calming Measures). Such measures may include, but shall not be limited to:*

- (A) *Stop signs at street intersections;*
 - (B) *Mini-roundabouts at intersections;*
 - (C) *Curvilinear street segments to slow traffic and interrupt monotonous streetscapes;*
 - (D) *Traffic-diverting physical devices such as neckdowns, chicanes, and diverter islands;*
 - (E) *Roadway striping to limit vehicular cartway widths or accommodate bike lanes; and*
 - (F) *Speed tables, raised intersections or elevated pedestrian street crossings.*
- (4) *Any physical installations that narrow the roadway and extend curbs toward the street centerline, such as bulbouts and chicanes, are discouraged on streets less than 24 feet wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.*

RESPONSE: The Applicant acknowledges these standards but notes they do **not** apply as the application is for a PPS single-family detached dwellings and does not propose any private streets.

(k) *Block Design*

(1) *Block Length*

Where blocks are used in the Transit-Oriented/Activity Center base and PD zones and the MU-PD Zone, block length shall be at least 200 feet, but no more than 800 feet. In all other zones block length shall be at least 200 feet, but no more than 1,000 feet in length. The Planning Director (or DPIE Director if any streets forming/abutting the block are public streets) may allow modifications from these block length standards on determining that:

- (A) *Environmental or topographic constraints exist;*
- (B) *The site has an irregular shape;*
- (C) *A longer block will reduce the number of railroad grade or water body crossings; or*

(D) Longer blocks will result in less traffic through residential subdivisions from adjoining businesses or areas.

(2) Block Width

To the maximum extent practicable, the width of any block shall be sufficient to permit at least two lots across the depth of the block, exclusive of any alleys, watercourses, or other right-of-way located outside platted lots.

RESPONSE: The Applicant notes that all internal blocks depths are deep enough to permit two lots. Perimeter blocks permit only one lot as the lots back up to either the property line or an environmental feature.

(3) Through-Block Access

In the RSF-95, RSF-65, and RSF-A zones where a block face exceeds more than 800 feet, sidewalks or multi-use paths shall be provided through the block, perpendicular to the long block face to connect parallel sidewalks on either side of the block through the interior of the block.

RESPONSE: The Applicant notes that all blocks were broken up to provide pedestrian access between blocks in accordance with this standard. The proposed layout allows for an efficient layout while providing more than adequate connectivity. As represented in the enclosed Connectivity Index Exhibit, the site provides a connectivity index of 1.7, exceeding the 1.5 score required.

(4) General Accessway Layout and Design

The vehicular access and circulation system of a development located on a site abutting an existing or planned transit route shall accommodate a transit stop and other associated facilities unless the Planning Director determines that transit facilities already exist to serve the needs of the development.

RESPONSE: The Applicant notes that the Property does **not** abut an existing or planned transit route.

(I) Driveway Layout and Design

(1) Driveway Width

All driveways serving development, except single-family detached dwellings, two-family dwellings, and three-family dwellings, shall comply with the following minimum width standards:

- (A) One-way driveways shall be at least 11 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.***
- (B) Two-way driveways shall be at least 22 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.***

RESPONSE: The Applicant acknowledges the above standards but notes they do **not** apply as the PPS is for single-family detached dwellings.

(2) Dead-End Driveway Length

Driveways that do not connect back to a street shall be no longer than 150 feet unless they include adequate provision for fire trucks to turn around, as approved by the Fire Chief.

RESPONSE: The Applicant acknowledges this standard and notes that all driveways are designed to allow for adequate fire truck access.

(3) Driveway Intersections

Driveway intersections shall also comply with the following standards:

(A) Alignment

To the maximum extent practicable, driveway intersections along a street shall line up with existing or approved driveway, parking lot drive aisle, or roadway intersections on the opposite side of the street.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed driveways aligned with other proposed driveways within the subdivision to maximum extent practicable.

(B) Proximity to Adjoining Land

Except for shared driveways provided in accordance with Section 27-6206(d)(3), Shared Driveways, driveway intersections shall be spaced from an adjoining property line by at least two feet or such greater distance as is needed to avoid encroachment of the driveway radius onto the adjacent property or interference with safe use of a driveway on the adjoining property.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed driveways meet this separation standard. The driveway radii do not encroach onto adjacent property. Furthermore, said driveways do not interfere with the safe use of a driveway on any adjoining property.

(C) Medians in Driveway Entrances

Medians may be incorporated at driveway entrances provided:

- (A) *No signage is included within the median other than traffic signs and a single monument sign;***
- (B) *Planted material within the median is limited to minor shade trees, shrubs, ground cover, and grass; and***
- (C) *The minimum driveway width is maintained for each travel and turning lane.***

RESPONSE: The Applicant acknowledges these standards, and the median proposed at the southernmost access to Church Road will comply with all applicable design restrictions.

(m) Vehicle Stacking Space

(1) For Drive-through and Related Uses

- (A) *Required Number of Stacking Spaces***
In addition to meeting the off-street parking standards in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service facility shall provide at least the minimum number of stacking spaces established in Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses.

RESPONSE: The Applicant acknowledges this standard but notes that it does **not** apply as the proposed residential uses for the subject Property do not require stacking spaces.

(B) Design and Layout

Required stacking spaces are subject to the following design and layout standards:

- (i) Stacking spaces shall be a minimum of 10 feet wide and 20 feet long;***
- (ii) Stacking spaces shall not impede on-site or off-site vehicular traffic movements or movements into or out of off-street parking spaces;***
- (iii) Stacking spaces shall not impede onsite or offsite bicycle or pedestrian traffic movements; and***
- (iv) Stacking spaces shall be separated from other internal driveways by raised medians if the DPIE Director (for public streets) or Planning Director (for private streets) determine the medians to be necessary for traffic movement and safety.***

RESPONSE: The Applicant acknowledges this standard but notes that it does **not** apply as the proposed residential uses for the subject Property do not require stacking spaces.

(2) For Vehicular Parking Area (Parking Lot) Entrance Driveways

Nonresidential and mixed-use development (excluding industrial uses) shall provide stacking lanes between the edge of the street right-of-way and entrances into off-street parking areas in accordance with the minimum stacking lane distance established in Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway (see Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway). In the event the number of parking spaces requires a stacking lane distance of 150 feet or greater, this requirement will supersede that of Section 27-6206(l)(2), Dead-End Driveway Length.

RESPONSE: The Applicant acknowledges this standard but notes that it does **not** apply as the proposed development for the subject Property is solely for single-family residential uses.

27-6207. Pedestrian Access and Circulation

(a) Required Pedestrian Access

(1) General Pedestrian Access

All new development subject to this Section shall be served by an internal pedestrian circulation system (including sidewalks, pedestrian paths, and/or trails) that permits safe, convenient, efficient, and orderly movement of pedestrians among the following origin and destination points within the development, as well as between the adjoining parts of an existing or planned external, community-wide pedestrian circulation system and any adjoining transit stops, bus stops, public parks, greenways, schools, community centers, and shopping areas:

- (A) The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);*
- (B) Off-street parking bays;*
- (C) Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and*
- (D) Recreation facilities and other common use areas and amenities.*

RESPONSE: The Applicant acknowledges these standards and notes that the residential uses shall be served by an internal pedestrian circulation system that meets the requirements of this section. The Applicant has provided a 10-foot-wide side path across the subject Property's frontage with Church Road with ADA accessible crosswalks between the proposed site entrances. The Applicant is also proposing the following pedestrian facilities within the subdivision that will enhance connectivity:

- 6.75 Miles of Trail and Sidewalk
 - 1.25 Miles of 10' Trail
 - 5.5 Miles of 5' Sidewalk

These sidewalks and trails will be pedestrian friendly and include ADA accessible crosswalks that provide convenient access to the site from the adjacent streets.

(2) Sidewalks Required

- (A) All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place).*

- (B) *Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-of-way or dedicated public easement running parallel and adjacent to the public street.*
- (C) *The Planning Director may waive or modify the requirement for sidewalks where the applicant clearly demonstrates that such sidewalks are impractical or infeasible due to the presence of topographic conditions or natural features, such as steep grades that do not allow connections to be made without stairs.*

RESPONSE: The Applicant acknowledges these standards and notes that the residential uses proposed in the PPS shall be served by an internal pedestrian circulation system that meets the requirements of this section. Sidewalks proposed to be constructed on the Property will be on both sides of future public streets.

(b) Pedestrian Connectivity

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

- (1) *The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development's buildings and parking areas and those on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow multifamily residential, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).*
- (2) *The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross-access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees.*

(3) *Easements allowing cross-access to and from properties served by a pedestrian cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.*

(4) *Pedestrian Walkways through Large Vehicular Parking Areas and Parking Garages*

(A) *General Standards*

(i) *All vehicular parking areas and parking structures containing more than 150 parking spaces shall provide a clearly identified and protected pedestrian path between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas, or to a pedestrian walkway providing direct access from the furthest extent of the parking area to the primary building entrance(s).*

(ii) *Vehicular parking areas containing more than 150 parking spaces shall, at a minimum, include one pedestrian walkway every 6 parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension (see Figure 27-6207(b)(4): Walkways Through Vehicular Parking Area). The pedestrian walkway shall be constructed of a paved surface with concrete similar to that used for sidewalk standards for public streets. Other hardscape materials, such as brick pavers, may be used provided that they allow smooth surfaces along pedestrian paths and at vehicle crossings.*

(iii) *Pedestrian walkways providing access between vehicular parking areas and associated buildings may be extended to provide the connections to abutting street sidewalks or to adjoining development required by Section 27-6207(a)(1), General Pedestrian Access, and Section 27-6207(b), Pedestrian Connectivity.*

(B) *Walkway Standards*

Required pedestrian walkways shall:

- (i) *Be at least five feet wide in Residential base zones and six feet wide in the Transit-Oriented/Activity Center and Nonresidential base zones, unless expressly stated otherwise in those zone regulations;*
- (ii) *Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and*
- (iii) *Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23.*

RESPONSE: The Applicant acknowledges the above standards but notes that they do **not** apply as the development in this PPS is for single-family detached development.

27-6208. Bicycle Access and Circulation

(a) Required Bicycle Access

(1) Internal and Adjoining Bicycle Access

All new development subject to this Section shall provide for internal bicycle circulation such that bicycle access to the development's primary use is safe, convenient and intuitive, specifically by providing the following, in coordination with the Department of Public Works and Transportation, State Highway Administration, or a municipality with jurisdiction over the streets.

- (A) *Bicycle parking facilities required by Section 27-6309, Bicycle Parking Standards, in areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions) for bicycle storage;*
- (B) *Connections to any adjacent existing or planned (identified in the applicable Area Master Plan or Sector Plan, or in the Countywide Master Plan of Transportation) on-street or off-street bicycle facilities outside the development, or internal bicycle systems in adjacent developments;*
- (C) *Connections to any designated or planned rail transit or bus stops and shelters (on-site or on an adjacent street); and*

(D) *Connections to any recreational amenities internal to the development, such as open space.*

RESPONSE: The Applicant acknowledges these standard and notes that the required bicycle parking facilities will be shown on the forthcoming DET submittal in accordance with Section 27-6309. There are no designated or planned trail transit or bus stops near the site. Recreational amenities will be connected with a combination of 5' sidewalk and 10' trails.

(2) *Required Bikeway Network Improvements*

- (A) *All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements. Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide additional connections to nearby bicycle routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.***
- (B) *The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due topographic conditions, natural features, or visual obstructions that create hazards.***
- (C) *Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.***

RESPONSE: The Applicant acknowledges these standards and notes the development proposes to install a 10' shared use path along the subject site's frontage of Church Road. In addition, the development proposes approximately 1.25 miles of 10' trail throughout the site for pedestrian/bicyclist use.

(b) *Bicycle Connectivity Between Developments*

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

- (1) *Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).*
- (2) *The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.*
- (3) *Easements allowing cross-access to and from lands served by a bicycle cross-access, along with agreements between owners of lands that provide and are served by the cross-access defining the owners' maintenance responsibilities, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.*

RESPONSE: The above standards do **not** apply to the subject PPS as it proposes development that only consists of single-family detached dwellings.

(c) **General Bikeway Layout and Design**

(1) **Off-Street Bicycle Facilities**

Required bicycle paths shall:

- (A) **Allow two-way bicycle circulation;**
- (B) **Be at least ten (10) feet wide and surfaced with a smooth-surface (such as hot-mix asphalt), durable, and dustless material;**
- (C) **Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and**

- (D) *Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23 of the County Code.*

RESPONSE: The Applicant notes that these standards do **not** apply as there are no off-street bicycle paths proposed within the Property. Notwithstanding, the side path proposed along the Property's frontage with Church Road (per the 2022 Master Plan) is ten (10) feet wide, will be separated from the Church Road travel lanes, and will be paved with asphalt.

(2) *On-Street Bicycle Facilities*

Required bike lanes shall be designed and provided in accordance with the cross-section, paving, and other standards applicable to the roadways of which they are a part.

RESPONSE: The Applicant's proposed ten (10) foot wide side path along Church Road will be constructed in accordance with applicable DPIE standards. There are no bike lane proposed within the neighborhood streets.

(d) *Waiver*

The Planning Director may waive all or part of the standards in this Section for private streets if it is demonstrated that bicycle access and circulation is not needed in the proposed development due to an established bicycle facility already within or abutting the development, or that compliance with the required bicycle improvements is impracticable because topography, natural features, or the facilities or will create significant risks of harm to bicyclists.

Sec. 27-6400 Open Space Set-Asides

27-6403. Amount of Open Space Set-Asides Required

Development subject to the standards in this Section shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, based on the use classification.

Open space set-aside requirements shall not replace requirements for open spaces, mandatory dedication of parkland, stormwater management, or other similar requirements imposed by any other Subtitle of the County Code. However, such requirements may be counted toward open-space set asides pursuant to Section 27-6404(b), below.

RESPONSE: The Applicant notes that these regulations have been met as demonstrated in the provided Open Space Exhibit included as a component of the PPS submission. A minimum

of twenty percent (20%) or 26.30 acres of the Property is required for open space set-asides. In response to this requirement, the Applicant has provided 51.91 acres (or 39% of the gross tract area) in qualified open space set-asides. The included set-asides are reflected in the following chart:

GROSS TRACT AREA:	131.50 AC
TOTAL OPEN SPACE REQUIRED:	26.30 AC (20% OF GROSS TRACT AREA)
BREAKDOWN BY TYPE:	
ACTIVE RECREATION:	4.78 AC
SWM AS SITE AMENITIES:	3.85 AC
NATURAL FEATURES:	43.86 AC
TOTAL PROVIDED:	51.91 AC (39% OF GROSS TRACT AREA)

27-6404. Areas Counted as Open Space Set-Asides

- (a) The features and areas identified in Table 27-6404(a): Open Space Set-Aside Features, shall be credited towards compliance with the open space set-aside standards of this Section for development in the areas indicated.*
 - (1) No less than fifteen percent (15%) of the total required minimum open space set-aside area within a residential development outside the Transit-Oriented/Activity Center base and Transit-Oriented/Activity Center PD zones shall consist of active recreational areas.*
 - (2) No less than fifty percent (50%) of the total required minimum open space set-aside area within the core area of a Transit-Oriented/Activity Center base or Transit-Oriented/Activity Center PD zone shall be a square, forecourt, or plaza.*
- (b) Open spaces required by any other section in the County Code, such as, but not limited to, mandatory dedication of parkland, may be credited toward compliance with the open space set aside standards in Table 27-6403: Required Open Space Set-Asides, if they are located and designed in accordance with the standards in this Section.*

RESPONSE: The Applicant notes that these regulations have been met as demonstrated in the provided Open Space Exhibit included as a component of the PPS submission, wherein the Property is not located within a Transit-Oriented/Activity Center base or PD Zone.

Section 27-6405. Areas not Counted as Open Space Set-Asides

The following areas shall not be counted as open space set-asides:

- (a) Private yards not subject to an open space or conservation easement;*
- (b) Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;*
- (c) Vehicular parking areas or lots (excluding the landscaped areas);*
- (d) Driveways for dwellings;*
- (e) Land covered by structures not designated for active recreational uses;*
- (f) Designated outdoor storage areas; and*
- (g) Stormwater management facilities and ponds, unless located and designed as a site amenity (e.g., with low fencing, vegetative landscaping, gentle slopes, fountain or other visible water-circulation device, and pedestrian access or seating).*

RESPONSE: The Applicant acknowledges these standards and notes that **none** of the above areas are proposed as open space set-asides.

27-6406. Design Standards for Open Space Set-Asides

Land used as an open space set-aside shall comply with the following design standards:

- (a) Location*

Open space shall be located so as to be readily accessible and useable by occupants and users of the development. Where possible, a portion of the open space set-aside should provide focal points for the development through prominent placement or easy visual access from streets.

RESPONSE: The Applicant acknowledges this standard and notes that proposed woodland preservation area being utilized as open space set-aside is located on the Property and contiguous to the proposed developed area of the site. The active recreation areas, stormwater management features, and woodland preservation is highly visible from the proposed roadways

within the community and provides a focal point for the proposed development. Said woodland conservation also acts as a buffer for the adjacent single-family detached uses that adjoin the site. Furthermore, said active recreation facilities are generally located within accessible portions of the development, featuring as attractive and convenient amenities for future site residents.

(b) Configuration

- (1) *Open space set-asides shall be compact and contiguous unless a different configuration is needed to continue an existing trail or accommodate preservation of natural, historical, and archeological resources.***
- (2) *If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge the trail, park, or other public land (see Figure 27-6406(b).1: Example Open Space Set-Aside Configuration; Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development; and Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development).***

RESPONSE: The Applicant acknowledges these standards and notes that the proposed open space set-asides are compact and contiguous to the proposed developed area of the site.

(c) Orientation of Adjacent Buildings

To the maximum extent possible, buildings adjacent to the required open space set-asides shall have at least one entrance facing the open space set-aside.

RESPONSE: The Applicant acknowledges this standard and notes that adjacent buildings will be designed to have an entrance facing the open space set asides to the maximum extent practicable.

(d) Prioritization of Open Space Set-Aside

- (1) *Except in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, and enhance as many of the following open areas and features as possible, in the following general order of priority:***
 - (A) *Natural features such as riparian areas, riparian buffers, shorelines, flood hazard areas, floodplains, wetlands, steep slopes, and wildlife habitat and woodland areas;***

- (B) Water features such as rivers, bays, lakes, creeks, canals, natural ponds, and retention and detention ponds;*
 - (C) Protected trees and other mature trees;*
 - (D) Parks and trails (regardless of public or private ownership);*
 - (E) Lands with active agricultural uses and activities;*
 - (F) Perimeter buffers or visual transitions between different types or intensities of uses;*
 - (G) Areas that accommodate multiple compatible open space set-aside uses rather than a single use; and*
 - (H) Historic and archeological features.*
- (2) In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and features identified in Section 27-6406(d)(1) above, except that the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.*

RESPONSE: The above list of priorities appears to mistakenly assume that all properties in the County are the same as it places a hierarchical value on types of open space areas regardless of the circumstances impacting a particular site. Of course, this “once size fits all” approach to land regulation can at times can be overly restrictive and unnecessarily constraining when attempting to develop/design a particular site with uses and open spaces best suited for the circumstances of each project. Notwithstanding, the Applicant’s proposed set-asides addresses the above priorities to the maximum extent practicable by focusing on woodland preservation, private active recreation areas, and stormwater management features within the project.

(e) Open Space Set-Asides on Property in the Industrial, Heavy (IH) Zone

Development consisting of multiple industrial uses on property in the IH Zone may provide open space set-asides based upon the total development in-lieu of providing individual open space set-asides for individual uses on individual lots. This provision includes: (1) multiple industrial uses on a single property in the IH Zone, or (2) multiple industrial uses on one or more adjoining properties under the same ownership (and which are located not more than 1,000 feet away from each other) in the IH Zone. These developments shall provide open space set-asides using the following method:

- (1) *Applicant calculates the sum amount of open space set-aside required for each individual industrial use or lot.*
- (2) *The total sum of open space set-aside required may be placed on any portion of the area included in the calculation.*

RESPONSE: The Applicant acknowledges these standards but notes they are **not** applicable to the subject Property as it is located within the RSF-A Zone.

Sec. 27-6500 Landscaping

All development shall comply with the requirements of the Prince George's County Landscape Manual, which is incorporated herein by reference, and made a part of this Ordinance with the same force and effect as the regulations set forth herein.

RESPONSE: The Applicant acknowledges this requirement and will provide a landscape plan in conformance with the Prince George's County Landscape Manual within the forthcoming DET submittal. However, in advance of this future submittal, adequate landscape buffering widths in accordance with Sections 4.6 and 4.7 of the Landscape Manual have been provided and will be verified at time of DET.

Sec. 27-6800 Environmental Protection and Noise Controls

27-6802. Natural Resource Inventory (NRI)

An approved NRI, in conformance with the Environmental Technical Manual, is required for applications for Subtitle 32, Division 2, Erosion and Sediment Control; Subtitle 32, Division 3, Stormwater Management; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation; Subtitle 5B, Chesapeake Bay Critical Area; Planned Development (PD) Zoning Map Amendment applications (Section 27-3602); special exception applications (Section 27-3604); detailed site plan applications (Section 27-3605); and preliminary plan of subdivision (minor or major) applications (Subtitle 24: Subdivision Regulations).

RESPONSE: The Applicant acknowledges this standard and has included an approved NRI (NRI-029-2020/01) demonstrating the environmental features of the subject Property as part of the PPS submittal package.

27-6803. Trees and Vegetation

As described in the applicability sections of Subtitle 25: Trees and Vegetation, development shall comply with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed development conforms with all applicable sections of Subtitle 25 as reflected on the Type 1 Tree Conservation Plan included in the PPS submittal package.

27-6804. Floodplain Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for floodplain management in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the Prince George's County Code.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed development conforms with all applicable sections of Subtitle 32 related to floodplain management as reflected on the submitted stormwater management concept plan, SDCP-17175-2020-01.

27-6805. Erosion and Sedimentation Control

An approved Grading, Erosion, and Sediment Control Plan is required as described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed development will be in compliance with the above requirements, and shall be required to obtain an approved Grading, Erosion, and Sediment Control Plan prior to issuance of any grading permits.

27-6806. Stormwater Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for stormwater management in accordance with Subtitle 32, Division 3, Stormwater Management, of the Prince George's County Code.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed development conforms with all applicable sections of Subtitle 32 related to floodplain management as reflected on the submitted stormwater management concept plan, SDCP-17175-2020-01

27-6807. Chesapeake Bay Critical Area

For all land within the CBCAO Zone, see Section 27-3601, Zoning Map Amendment (ZMA), Section 27-3603, Chesapeake Bay Critical Area Overlay (CBCAO) Zoning Map Amendment, Section 27-4402(a), Chesapeake Bay Critical Area Overlay (CBCAO) Zones, and Subtitle 5B: Chesapeake Bay Critical Area, of the County Code, for applicable regulations and submittal requirements.

RESPONSE: The Applicant acknowledges this standard but notes that it does **not** apply as the Property is not within the CBCAO Zone.

27-6808. Regulated Environmental Features

All land located outside the CBCAO Zone is subject to the requirements of Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed development (as reflected in the submitted Type 1 Tree Conservation Plan) conforms to all applicable requirements in the Subdivision Regulations for regulated environmental features.

27-6809. Unsafe Lands

All applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed development conforms to all requirements in the Subdivision Regulations for treatment of unsafe land. There are no unsafe lands on the Property.

27-6810. Noise Control

(a) For the principal uses identified below, the maximum level of noise generated by the use on a lot or parcel at any point along its boundary abutting a residential use, a commercial use, a mixed-use development, or an industrial use shall not exceed the maximum allowable noise level for that use established in Table 27-6810: Maximum Allowable Noise Levels for Receiving Lands.

- (1) Amusement park;***
- (2) Animal shelter;***
- (3) Arena, stadium, or amphitheater;***
- (4) Boat sales, rental, service, or repair;***
- (5) Class 3 fill;***

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- (6) *College or university;*
- (7) *Concrete batching plant or asphalt mixing plant;*
- (8) *Concrete or brick products manufacturing;*
- (9) *Concrete recycling facility;*
- (10) *Contractor's yard;*
- (11) *Day care center for children;*
- (12) *Fraternity or sorority house;*
- (13) *Junkyard;*
- (14) *Kennel (regardless of lot size);*
- (15) *Landfill, land clearing debris;*
- (16) *Nightclub;*
- (17) *Photographic processing plant;*
- (18) *Private school;*
- (19) *Racetrack, pari-mutuel;*
- (20) *Recycling collection center;*
- (21) *Recycling plant;*
- (22) *Rifle, pistol, or skeet shooting range (regardless of location);*
- (23) *Rubble fill;*
- (24) *Sand and gravel wet-processing;*
- (25) *Sanitary landfill;*
- (26) *Sawmill;*
- (27) *Slaughterhouse;*
- (28) *Solid waste processing facility;*

- (29) Solid waste transfer station;**
- (30) Surface mining;**
- (31) Uses in the Transportation Uses principal use category;**
- (32) Vehicle sales and rental, commercial;**
- (33) Vehicle sales and rental, personal;**
- (34) Vehicle salvage yard; and**
- (35) Vehicle towing and wrecker service.**
- (b) Except within a Transit-Oriented/Activity Center base or PD zone or the MU-PD Zone, the following shall not be located on a lot or parcel adjacent to an existing street classified as arterial or higher unless the applicant demonstrates, through a noise study, that transportation-generated noise is less than, or will be mitigated to be less than, 55 dBA during the hours of 10:00 PM to 7:00 AM and no greater than 65 dBA during the hours of 7:00 AM to 10:00 PM at the proposed location:**

 - (1) Any new structure intended for residential occupancy in the Residential Uses principal use classification;**
 - (2) Day care center for children outdoor activity areas, including but not limited to playgrounds and sitting areas; and**
 - (3) Nursing home facilities.**
- (c) Where applicable, development shall comply with the requirements for noise control in Section 27-4402(c), Military Installation Overlay (MIO) Zone.**
- (d) Residential lots and uses that are adjacent to existing or planned streets classified as arterial or higher shall demonstrate that outdoor activity areas are mitigated to 65 dBA during the hours of 7:00 a.m. and 10:00 p.m., and 55 dBA during the hours of 10:00 p.m. to 7:00 a.m., and that interior noise levels are mitigated to 45 dBA or less through the submission of a noise study prepared and signed by a professional engineer with competence in acoustical engineering.**

RESPONSE: The Applicant acknowledges these standards and notes that the Property abuts US 50 which is classified as a “Freeway”. As the Applicant’s noise study submitted with the PPS package demonstrates, all residential lots and uses that are adjacent to US 50 have outdoor activity areas that will be mitigated to 65 dBA during the hours of 7:00 a.m. and 10:00 p.m., and 55 dBA during the hours of 10:00 p.m. to 7:00 a.m. The outdoor noise mitigation will be achieved largely through the erection of sound barriers of varying heights shown on the PPS and located along portions of the Property’s northern boundary with the US 50 right-of-way. Further, it should be noted that Parcel B1 on the northernmost parcel on the Property will contain a private community trail which will have signage indicating that it is not used after dusk. At time of DET, the Applicant will also demonstrate that interior noise levels for each residential unit on lots adjacent to US 50 will be mitigated to 45 dBA through the use of appropriate sound mitigating building materials.

Sec. 27-6900 Multifamily, Townhouse, and Three-Family Form and Design Standards

RESPONSE: The Applicant acknowledges these regulations but notes that they are **not** applicable as the single-family detached dwelling principal use is not included within these regulations.

Sec. 27-61000 Nonresidential and Mixed-Use Form and Design Standards

RESPONSE: The Applicant acknowledges these regulations but notes that they are **not** applicable to the subject site as the single-family detached dwelling principal use is not designated as a nonresidential use category. Furthermore, a mixture of uses is not proposed on the Property.

Sec. 27-61100 Industrial Form and Design Standards

RESPONSE: The Applicant acknowledges these regulations but notes that they are **not** applicable to the subject site as the single-family detached dwelling principal use is not designated within the industrial use category.

Sec. 27-61300 Agricultural Compatibility Standards

RESPONSE: The Applicant acknowledges these regulations but notes that they are **not** applicable as the subject application is exempt per Section 27-61302, because it is not adjacent to an ongoing agricultural use or activity in the Reserved Open Space, Agriculture and Preservation, and Agricultural-Residential base zones.

Sec. 27-61400 Urban Agriculture Compatibility Standards

RESPONSE: The Applicant acknowledges these regulations but notes that they are **not** applicable as the subject application is exempt per Section 27-61402 because it is not adjacent to on-going urban agriculture uses.

Sec. 27-61600 Green Building Standards

27-61603. Green Building Standards

(a) Minimum Amount of Points Required

Development subject to the standards of this Section shall achieve the following minimum number of points from the menu of options shown in Table 27-61603(b): Green Building Point System.

(1) Minimum Requirements for Residential Development

- (A) 10 to 25 units: 3 points.**
- (B) 25 or more units: 4 points.**

(2) Minimum Requirements for Non-Residential Development

- (A) 25,000 to 75,000 square feet: 3 points.**
- (B) More than 75,000 square feet: 4 points.**

RESPONSE: Based on the above scoring for residential development, the 297 single-family detached dwellings in this PPS will require 4.0 green building points.

(b) Green Building Point System

Development subject to the standards of this Section shall use Table 27-61603(b): Green Building Point System, to determine compliance with this Section.

Table 27-61603(b): Green Building Point System

Table 27-61603(b): Green Building Point System	
	Points Earned
Location of Development and Redevelopment/Adaptive Reuse	
Development in a Transit-Oriented/Activity Center base zone	1.50
Development on previously used or developed land that is contaminated with waste or pollution (brownfield site)	1.00
Development as a Transit-Oriented/Activity Center Planned Development (PD) zone	1.25

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Table 27-61603(b): Green Building Point System

	Points Earned
Redevelopment of an existing parcel within a Neighborhood Reinvestment Area as designated on the Strategic Investment Map in the General Plan, a designated Priority Funding Area, or an area targeted for reinvestment by the Federal, State, or County government	1.00
Adaptive reuse of a designated historic site	1.00
Preservation of a designated historic site	1.00
Energy Conservation	
Meet ASHRAE standards for lighting ⁽¹⁾	0.75
Meet Energy Star standards for low-rise residential or exceed ASHRAE efficiency standards by 15 percent ⁽²⁾	1.00
Home energy rating system (HERS) index greater than 60 and less than or equal to 75	0.50
HERS index greater than 40 and less than or equal to 60	0.75
HERS index greater than 20 and less than or equal to 40	1.00
HERS index less than or equal to 20	1.50
Stated water heater efficiency between 0.675 to 0.82	0.75
Stated water heater efficiency of 0.82 or more	1.25
Air conditioner with stated efficiency greater than 14 SEER is included as standard	0.75
Air conditioner with stated efficiency greater than 16 SEER is included as standard	1.25
Install a cool roof on a minimum of 50% of the single-family dwellings in the development or subdivision. The cool roof shall cover the entire roof of the dwelling	1.50
Provide skylights in an amount necessary to ensure natural lighting is provided to at least 15% of the habitable rooms in the structure	0.50
Use central air conditioners that are Energy Star-qualified	0.50
Use only solar or tank-less water heating systems throughout the structure	0.50
Alternative Energy	
Generate or acquire a minimum of 50% of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)	2.00
Generate or acquire a minimum of 25% of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)	1.00
Pre-wire a minimum of 75% of residential dwelling units in the development for solar panels	1.00
Pre-wire a minimum of 50% of residential dwelling units in the development for solar panels	0.50
Pre-wire a minimum of 25% of residential dwelling units for solar panels	0.25
Install solar panels on a minimum of 25% of dwelling units contained in single-family, two-family, or townhouse dwellings	0.50

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Table 27-61603(b): Green Building Point System

	Points Earned
Install solar panels on primary structure, or at least 50% of buildings in a multi-building complex	0.75
Install small-scale wind energy conversion systems to provide electricity for 25% of single-family, two-family, or townhouse dwellings in development	1.00
LEED Certification	
Construct the principal building(s) to meet or exceed LEED® Bronze certification or equivalent standards of the National Green Building Standard™/NGBS Green or the International Code Council's <i>International Green Construction Code</i>	0.75
Construct the principal building(s) to meet or exceed LEED® Silver certification or equivalent standards of the National Green Building Standard™/NGBS Green or the International Code Council's <i>International Green Construction Code</i>	1.00
Passive Solar	
Orient a minimum of 50% of the single-family detached dwellings or lots in the development within 20% of the east-west axis for maximum passive solar exposure	1.50
Orient a minimum of 25% of the single-family detached dwellings or lots in the development within 20% of east-west for maximum passive solar exposure	0.75
Orient at least 25% of the non-residential buildings with an axis oriented east-west for maximum solar exposure	1.00
Water Conservation and Water Quality	
Design all areas required to be landscaped in accordance with this Ordinance and the Landscape Manual as an integrated system to meet on-site stormwater quality requirements for the lot through incorporation of environmental site design principles and use of best management practices for on-site stormwater management. These areas shall use vegetated pervious surfaces or other measures such as permeable pavements to infiltrate the capture of water volume on-site. Piped connections from roofs and downspouts and other impervious areas to storm drains are prohibited. Piped conveyances on lots must discharge to pervious areas.	2.00
The use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater managements requirements of the County Code	1.00
Install a green vegetated roof on the primary structure, or on at least 50% of primary buildings in a multi-building complex – green or vegetated roofs shall include vegetation on at least 50% of the roof area (25% for renovated buildings) and shall use only plant materials permitted by the landscaping standards in the Landscape Manual	2.00
All showerheads and handheld showers are 2.0 GPM or less	0.50
All lavatory faucets flow rate is 1.5 GPM or less at 60 PSI	0.50
All toilets are 1.28 GPF or less	0.50

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Table 27-61603(b): Green Building Point System

	Points Earned
All toilets have dual activated flushing	1.00
Include rainwater capture and re-use devices such as cisterns, rain filters, and underground storage basins for residential development with a minimum storage capacity of 500 gallons for every two residential units	0.50
Provide rain gardens or other appropriate stormwater infiltration system(s) that accommodate a minimum of 25% of the runoff	1.00
Incorporation of greywater reuse systems	0.50
Reduction of existing impervious surfaces by at least 50 percent of the existing paved surface area on the site.	1.00
Vegetation	
Retain at least 20% of existing pre-development natural vegetation	0.75
Remove all lawn or turf in favor of ground cover consisting of plant material or mulch	0.75
Limit turf grass to 40% of the landscaped area.	0.25
Urban Agriculture	
Provide a fenced, centrally located community garden space (which may be located as a rooftop garden) for residents and for urban gardening purposes at a minimum ratio of 50 square feet per dwelling unit	1.00
Provide a minimum of one on-site composting station for every 25 units	0.25
Building Materials	
Source a minimum of 20%, by cost, of construction materials from recycled products or products manufactured, extracted, harvested, or recovered within 250 miles of the site	1.50
Universal Design	
Provide the following universal design features in 33% of the residential units in the development: 2. A no-step entry on an accessible route to the unit; 3. First floor kitchen, bathroom and a bedroom; 4. The following elements to allow maneuvering space: ○ A 32" clear opening at doorways; ○ A 36" clear passage; ○ 42" wide hallways; and ○ 30" X 48" clear space next to bathroom sink, tub/shower and toilet; • Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and • Reachable outlets and switches.	0.75

Table 27-61603(b): Green Building Point System

	Points Earned
Provide the following universal design features in 50% of the residential units in the development: • A no-step entry on an accessible route to the unit; • First floor kitchen, bathroom and a bedroom; • The following elements to allow maneuvering space: ○ A 32" clear opening at doorways; ○ A 36" clear passage; ○ 42" wide hallways; and ○ 30" X 48" clear space next to bathroom sink, tub/shower and toilet; • Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and • Reachable outlets and switches.	1.00
Provide the following universal design features in 66% of the residential units in the development: • A no-step entry on an accessible route to the unit; • First floor kitchen, bathroom and a bedroom; • The following elements to allow maneuvering space: ○ A 32" clear opening at doorways; ○ A 36" clear passage; ○ 42" wide hallways; and ○ 30" X 48" clear space next to bathroom sink, tub/shower and toilet; • Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and • Grab bars in first floor bathroom(s) by commode and in shower(s); • Handicap accessible shower in first floor bathroom(s); • Raised toilet seats in first floor bathroom(s); and • Reachable outlets and switches.	1.50
Transportation	
Provide a minimum of 5% of required automobile parking spaces that are signed and reserved for carpool/vanpool/hybrid/electric/low-energy vehicles in preferred locations near the primary building entrance	0.25
Provide an electric vehicle (EV) level 2 charging station that is made available to those using the building	0.75
Provide an electric vehicle (EV) level 3 charging station that is made available to those using the building	1.00
Include showering and dressing facilities in nonresidential developments for employees walking or bicycling to work	0.75

Table 27-61603(b): Green Building Point System

	Points Earned
Provide a covered and secure bicycle parking room that protects parked bicycles from the elements and from theft	1.00
NOTES: (k) <i>Standard for the Design of High-Performance Green Buildings</i> , American Society of Heating, Refrigerating, and Air-Condition Engineers, 2014, as amended, or other appropriate ASHRAE standards, as amended. (l) <i>Energy Standard for Buildings Except Low-Rise Residential</i> , American Society of Heating, Refrigerating, and Air-Condition Engineers, 2016, as amended, or other appropriate ASHRAE standards, as amended.	

(c) Documentation Required

Applicants shall provide documentation of techniques that will be used to satisfy the green building standards of this Section at the time of submittal of a development application.

RESPONSE: The Applicant acknowledges these regulations and shall demonstrate conformance, if applicable, at time of DET submittal including architecture for specific dwellings.

X. TREE CANOPY COVERAGE REQUIREMENT

The Prince George's Tree Canopy Coverage Ordinance, Subtitle 25 Division 3, requires the preservation, maintenance, enhancement, and restoration of tree canopy coverage on developed and developing sites for the benefit of County residents and future generations. All activities that are subject to this Division shall provide the tree canopy percentages listed in Table 1 of Section 25-128. As the Property is zoned RSF-A it is required to provide a minimum of twenty percent (20%) of the net tract area in tree canopy coverage. This requirement will be evaluated with the forthcoming DET submittal.

February 28, 2025

PPS-2024-021 & ADQ-2024-045, Freeway Airport

Request for a Preliminary Plan of Subdivision & Certificate of Adequacy

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XI. CONCLUSION

The Applicant respectfully submits that all the criteria for granting the proposed preliminary plan and certificate of adequacy has been met. Therefore, based upon the foregoing statement of justification and the accompanying application plans and documents, the Applicant respectfully requests approval of PPS-2024-021 & ADQ-2024-045.

Thank you in advance for your consideration of this application. If you have any questions or comments, please do not hesitate to contact me.

Respectfully submitted,



Robert J. Antonetti, Jr.

cc: Freeway Realty, LLC
Rachel Leitzinger, P.E.
Michael Lenhart, P.E., PTOE
Bryan Focht, P.E.

RJA/ats

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Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: PRSR Grant Request

DATE: 04/03/2025

Pointer Ridge Swim and Racquet Club has submitted a grant request for City Council's consideration and approval.

ATTACHMENTS: 1. 20250407 - PRSR Municipal Grant Funding Request



Pointer Ridge Swim & Racquet
16505 Poole Lane
Bowie, MD 20716
301-249-9832
PRSRoperations@gmail.com

**BOWIE CITY MAYOR TIM ADAMS
BOWIE CITY COUNCIL
15901 Fred Robinson Way
Bowie, MD 20716**

Subject: Request for Municipal Grant for PRSR (Pointer Ridge Swim & Racquet Club)

Dear Mayor Adams and the Bowie City Council,

We are writing to you on behalf of Pointer Ridge Swim & Racquet (PRSR) in Bowie, a cherished community asset that has been serving our city residents for over 50 years. We are a welcoming, family-oriented facility offering a safe and enjoyable space for people of all ages to engage in recreational activities, swim lessons, tennis, pickleball, and family social events. As a longstanding part of the community, our pool plays a crucial role in bringing neighbors together and promoting health and wellness. We are requesting funding from the City of Bowie, **Reference:** Municipal Grants (01110-55050).

Why the Pointer Ridge Pool is Important to the Community:

1. **A Hub for Families and Children:** For decades, PRSR has been a place where families can gather, children can learn to swim, and neighbors can form lasting connections. Our pool is more than just a place to swim; it is a safe, fun, and inclusive environment where memories are made, friendships blossom, and the spirit of community thrives.
2. **Promoting Health and Wellness:** We provide opportunities for individuals of all ages to stay active. Swimming is a low-impact exercise that is essential for physical well-being and mental health, especially in our warm summer months. Our facility is a vital part of encouraging a healthy lifestyle, reducing stress, and fostering overall well-being in the community.
3. **Supporting Local Youth Through Swim Teams and Events:** Our swim team offers local youth an opportunity to develop their athletic abilities in a supportive and encouraging environment. In addition, we host social events throughout the summer months, which contribute to the sense of belonging and togetherness in our neighborhood. These activities help foster a positive and active community spirit.
4. **A Tradition of Over 50 Years:** For more than half a century, PRSR has been a part of the fabric of our neighborhood. It has withstood the test of time and has continuously adapted to the needs of the community. However, with our equipment aging and needing replacement, we face challenges in maintaining the high standards our

residents expect and deserve.

The Need for Equipment Upgrades and Replacement:

Maintaining and cleaning our three pools requires a considerable amount of labor and effort. With limited staffing and allowing maximum hours to be available to our community, our staff has minimal time to prepare the facilities for the day. Due to the capacity of the current pool pumps, only one of PRSR's three pools can be manually vacuumed utilizing the filtration system. PRSR requests support in acquiring external automated robot vacuums, a standard practice of pool maintenance cleaning for many public and municipal pools. These vacuums can be dropped in the pool(s) to autonomously clean the pool's floor and walls, eliminating the need to manually vacuum. The ability to purchase external robot vacuums will allow the staff to better maintain the highest level of cleanliness for our pools and utilize the time savings for maintaining other areas of the facility.

PRSR does not have an Automated External Defibrillator (AED), a critical life-saving tool for improving the chances of survival from sudden cardiac arrest. Per the Red Cross's studies, for each minute, after the start of a cardiac arrest, that defibrillation is delayed, it reduces the odds of survival by approximately 10%. Having an AED on-site at PRSR will be extremely beneficial to increase the possibility of a positive outcome should a cardiac emergency happen at the facility.

Additionally, most of our facility's furniture, including our deck tables, is over 30 years old. Over the years, the tables have experienced heavy wear and tear from usage. These tables have reached the end of their usable life, despite our best efforts to preserve and repair. New tables would help provide a safer environment for our community by eliminating potential injuries and providing more seating.

We are committed to ensuring that our pool remains a safe, clean, and enjoyable place for families to enjoy, but to do so, we need your support.

The Impact of Your Support:

A Municipal Grant would enable us to both purchase new and replace outdated equipment, ensuring that PRSR can continue to serve the community for generations to come. Additionally, your support will contribute to the continued well-being and cohesiveness of our neighborhood.

2 Vacuums and Filter Bags:	\$ 8,600
AED with Cabinet:	\$ 2,678
Tables:	<u>\$13,500</u>
	\$24,778

We respectfully request that you consider granting us the necessary funding to maintain and improve this invaluable community resource. With your support, we can ensure that the PRSR remains a place where families and neighbors can continue to come together, stay active, and

create lasting memories.

Thank you for your time and consideration. We would be happy to meet with you to discuss our needs further and answer any questions you may have.

PRSR Board of Directors
Stacy Baker, President
(301) 807-7860



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Anti-Bullying Program

DATE: 04/03/2025

This item was added to the agenda by Mayor Adams.

ATTACHMENTS: None



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Briefing to City Council on Eminent Domain

DATE: 04/03/2025

As parts of the City age and ideas or plans for revitalization are considered, the issue of eminent domain, taking, or condemnation of land is mentioned. It can be a difficult legal and policy question, and I have asked staff to provide a brief presentation to the City Council to inform them about the issue.

The key question for using eminent domain is establishing the public purpose for the action. Using it for economic and community development has been debated and was upheld by the Supreme Court in the well-known case of *Kelo vs. the City of New London, CT* in 2005. Maryland laws and courts have also upheld this approach to using eminent domain. However, using this powerful tool the following is recommended by staff.

- It should be a last resort for acquiring land.
- There should be a strong and public plan where the need for acquisition is clear and justified.
- While possible and potentially needed in some cases, proceed with caution.

ATTACHMENTS: 1. 20250407 - Eminent Domain Presentation

Eminent Domain for Community & Economic Development

Taking or condemning land by the government

Background and Issues

- The Takings Clause of the 5th Amendment “. . . nor shall private property be taken for public use, without just compensation.”
- Three types of takings:
 - Eminent Domain
 - Regulatory Takings
 - Certain Types of Exactions
- Eminent Domain is permitted with compensation for a public purpose.
 - Typically for public works type projects, especially transportation.
 - Using it for community and economic development purposes is questioned by some, but has been permitted in Federal and Maryland courts and laws.

Key Case: Kelo vs. City of New London, CT 2005

- City (with a CDC) developed a revitalization strategy for part of community.
- They purchased most of the land for the project but had to take or condemn several properties that would not sell.
- Ms. Kelo's home was one of those properties and she sued.
- Case made it up to the Supreme Court. Sided with the City.
 - Controversial case.
 - Community / Economic Development can be a legitimate “public purpose.”
 - Having a public plan or strategy helped the case.

Using Eminent Domain in Bowie for Community & Economic Development – *Staff Suggestions*

- Should be a last resort for acquiring land.
- City should have a good and public plan where the need for acquisition is clear and justified.
- While possible and potentially needed in some cases, proceed with caution.